

233 South Wacker Drive Suite 800, Sears Tower Chicago, IL 60606

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Chicago Metropolitan Agency for Planning

Transportation Committee Agenda Friday July 31, 2009

Cook County Conference Room 233 S. Wacker Drive, Suite 800, Willis Tower Chicago, Illinois

1.0 Call to Order and Introductions

9:30 AM

Luann Hamilton, Committee Chair

2.0 Agenda Changes and Announcements

3.0 Approval of Minutes

The draft minutes from the June 12, 2009 meeting are attached.

ACTION REQUESTED: Approval of minutes of the June 12, 2009 meeting.

4.0 Coordinating Committee Reports

The programming coordinating committee met on July 8, 2009. There will be a brief update on the activities from this meeting.

ACTION REQUESTED: Information

5.0 Transportation Improvement Program (TIP) – Holly Ostdick

5.1 State/Regional Resources Table

The state/regional resources table has been updated to reflect the new capital bill and the updated RTA program. The table was developed in coordination with IDOT and the RTA. The table is attached.

ACTION REQUESTED: Accept State/Regional Resources table

5.2 TIP Revisions

Approval of TIP revisions that exceed amendment thresholds have been requested. The TIP Amendments and Revisions are attached.

ACTION REQUESTED: Approval

5.3 Biannual TIP/RTP Conformity Analysis and TIP Amendments

Release of the Biannual TIP/RTP conformity analysis and TIP amendments for public comment is requested. The analysis and amendments will be the subject of a 30 day comment period. See attachments.

ACTION REQUESTED: Release of the TIP Amendments and conformity analysis for a 30 day public comment period from July 31 to August 30, 2009.

6.0 Congestion Pricing Study - Peter Skosey and Rocco Zucchero

The Chicago area congestion pricing study is nearing completion. Staff from the Tollway and the Metropolitan Planning Council will discuss this work with the Committee. See attachment.

ACTION REQUESTED: Discussion. The committee members will be asked to complete an online survey in two weeks to select the top scenarios that will be considered for further study.

7.0 FFY 2010/2011 Congestion Mitigation and Air Quality Improvement Program (CMAQ) – Ross Patronsky

The CMAQ project selection committee has recommended Transportation Committee release of the proposed FFY 2010/2011 CMAQ program for a 30 day public comment period. The proposed program is attached.

ACTION REQUESTED: Release of the draft FFY2010/2011 CMAQ program for a 30 day public comment period from July 31 to August 30, 2009.

8.0 GO TO 2040

8.1 Scenario Evaluation - Kermit Wies

The development and evaluation of alternative scenarios has been a major part of the *GO TO 2040* planning process for the past two years. The preliminary results of this process are posted at www.goto2040.org/scenarios. The committee is encouraged to visit this site and make comments.

ACTION REQUESTED: Discussion

8.2 Financial Plan – Matt Maloney

Staff requests committee feedback on a potential approach for determining transportation costs for *GO TO 2040*. This work is being done to fulfill the federal fiscal constraint requirements. See attachment.

ACTION REQUESTED: Discussion

9.0 Northeastern Illinois Regional Greenways and Trails Plan - 2009 Update

Staff will update the committee on the Plan and review public comments. The public comment period for the plan was extended to Friday, July 24, 2009.

ACTION REQUESTED: Information

10.0 RTA Update

This is a standing committee agenda item for RTA to update the committee on implementation of HB 656 and other relevant topics.

ACTION REQUESTED: Discussion

11.0 Public Comment

This is an opportunity for comments from members of the audience. The amount of time available to speak will be at the chair's discretion.

12.0 Other Business

13.0 Next Meeting

The next meeting is scheduled September 18, 2009 at 9:30 a.m. in the Cook County Room.

14.0 Adjournment

Transportation Committee Members

 Charles Abraham	Don Kopec	_ Dick Smith
Rocky Donahue	Christina Kupkowski	_ David Simmons
John Donovan***	Jan Metzger	Steve Strains
John Fortmann	Arlene J. Mulder	Chris Synder**
 Bruce Gould	Randy Neufeld	_ Vonu Thakuriah
Rupert Graham, Jr	Jason Osborn	_ Paula Trigg
 Jack Groner	Leanne Redden	_ David Werner***
Luann Hamilton*	Mike Rogers	Ken Yunker
Robert Hann	Joe Schofer	_ Tom Zapler
Fran Klaas	Peter Skosey	Rocco Zucchero
*Chair	**Vice-Chair	***Non-voting



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Chicago Metropolitan Agency for Planning

Transportation Committee Minutes
Draft Minutes
June 12, 2009

Transportation Research and Analysis Computation Center (TRACC)
Argonne National Laboratory
2700 International Drive
West Chicago, IL. 60185

Members Present: Vice Chair - Chris Snyder - DuPage County, John Biessel - Cook

County, Bruce Christensen – Lake County, John Donovan – FHWA, Rocky Donahue – Pace, Heidi Files - Kane County, John Fortmann -IDOT District One, Don Kopec - CMAP, Catherine Kannenberg-

Metra, Christina Kupkowski - Will County, Jason Osborn -

McHenry County, Les Nunes – IDOT OPP, David Seglin – CDOT, David Simmons - CTA, Mike Sullivan – Kendall County, Sidney

Weseman – RTA, Rocco Zucchero– Illinois Tollway

Members Absent: Chuck Abraham - IDOT- DPIT, Bill Brown – NIRPC, Maria Choca-

Urban – CNT, Robert Hann – Private Providers, Arlene J. Mulder – Council of Mayors, Randy Neufeld - Bicycle and Pedestrian Task Force, Mike Rogers - IEPA, Joe Schofer - Northwestern University, Peter Skosey – Metropolitan Planning Council, Steve Strains – NIRPC, Vonu Thakuriah - UIC-UTC, Ken Yunker – SEWRPC, David Werner – FTA - USDOT Chicago Metro Office, Tom Zapler –

Class 1 Railroad Companies

Others Present: Len Cannata, Kama Dobbs, Henry Guerriero, John Loper, Paul

Metaxatos, John Mick II, Chad Riddle, Vodius Sokdou, Joe Spedale,

Mike Walczak, Jan Ward, Tammy Wierciak

Staff Present: Teri Dixon, Lori Heringa, Tom Murtha, Holly Ostdick, Dan Rice

1.0 Call to Order and Introductions

Chris Snyder, Vice Committee Chair, called the meeting to order.

2.0 Agenda Changes and Announcements

There were no agenda changes or announcements.

3.0 Approval of Minutes

On a motion, Mr. Seglin, seconded by Mr. Kopec the June 12, 2009 minutes were approved.

4.0 Coordinating Committee Reports

Mr. Seglin updated the TC on the June 8, 2009 Planning Committee meeting. GO TO 2040's treatment of major transportation capital projects, which are projects that significantly impact the region's transportation system was discussed. These projects generally include additions, expansions, or entirely new expressway or rail projects. The Planning Coordinating Committee recommended approval of this list to the CMAP Board. The Center for Neighborhood Technology's work to create an index that measures housing and transportation costs was discussed as the index may be relevant as part of CMAP's long-range planning work. Snapshot reports on two topics, industry clusters and air quality were presented to the committee. The industry clusters report describes industries which could be important elements of the future economy due to their concentration in the region or high growth rates. The air quality report describes air quality conditions and trends in the region, as well as the regulatory framework governing air quality. The committee also viewed the new format of the GO TO 2040 website, which will be used heavily as part of the summer public engagement.

5.0 Transportation Improvement Program (TIP)

Ms. Ostdick requested committee approval of amendments to not exempt and exempt TIP projects that exceed amendment thresholds. The four reports with amendments and revisions were posted on the web site for a seven day public comment period and no comments were received.

On a motion by Mr. Christensen seconded by Ms. Files, the not exempt and exempt project amendments were amended into the TIP. Vote: All Ayes. Motion Carried.

6.0 Regional Bridge Condition Report

Mr. Rice presented a summary report of regional highway bridge conditions as of 2007. The report explained the condition rating system, review trends and explained regional conditions. The report is posted at http://www.cmap.illinois.gov/WorkArea/DownloadAsset.aspx?id=15502.

7.0 Northeastern Illinois Regional Greenways and Trails Plan – 2009 Update

Ms. Heringa gave some history on the Northeastern Illinois Regional Greenways

and Trails Plan – 2009 Update and briefed the committee on the update.

On a motion by Mr. Osborn seconded by Mr. Weseman, the Northeastern Illinois Regional Greenways and Trails Plan – 2009 Update was released for a 15-day public comment period and recommended for consideration by the Programming Coordinating Committee. Subsequent to the meeting the comment period was extended to run through July 24. Vote: All Ayes. Motion Carried.

8.0 Public Comment

There was no public comment.

9.0 Other Business

The TRACC staff presented an overview of the facilities and the services that are available to the transportation community at the TRACC facilities. An invitation was extend for a tour following the meeting.

10.0 Next Meeting

The next meeting is scheduled July 31, 2009 at 9:30 0 a.m. in the Cook County Room in the Cook County at CMAP headquarters, 233 South Wacker Drive, 8th floor.

11.0 Adjournment

A motion was made and seconded for adjournment.

Transportation Committee Me	embers	
Charles Abraham	Don Kopec	Dick Smith
Rocky Donahue	Christina Kupkowski	David Simmons
John Donovan***	Jan Metzger	Steve Strains
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Robert Hann	Joe Schofer	Tom Zapler
Fran Klaas	Peter Skosey	
*Chair	**Vice-Chair	***Non-voting

November 10, 2008 Draft Rev July, 2009

Table 3 -1 Chicago Metropolitan Agency for Planning Preliminary State / Regional Resources All Figures are in millions \$

	FF'	Y 2009		ı	FFY 2010			FFY 2011			FFY 2012		FF	Y 2013		Summar	FFY 2009	9-2013
		Match			Match			Match			Match			Match			Match	
(Statewide) (A)(1)	Federal	Needs	Total	Federal	Needs	Total	Federal	Needs	Total	Federal	Needs	Total	Federal	Needs	Total	Federal	Needs	Total
FAI Maintenance	264.520	29.391	293.911	264.520	29.391	293.911	264.520	29.391	293.911	264.520	29.391	293.911	264.520	29.391	293.911	1,322.600	146.956	1,469.556
FAI Maintenance (Disc)																		
NHS	225.548	56.387	281.935	225.548	56.387	281.935	225.548	56.387	281.935	225.548	56.387	281.935	225.548	56.387	281.935	1,127.740	281.935	1,409.675
HBRRP	145.934	36.484	182.418	145.934	36.484	182.418	145.934	36.484	182.418	145.934	36.484	182.418	145.934	36.484	182.418	729.670	182.418	912.088
Equity Bonus	92.676	23.169	115.845	92.676	23.169	115.845	92.676	23.169	115.845	92.676	23.169	115.845	92.676	23.169	115.845	463.380	115.845	579.225
STP	98.900	24.725	123.625	98.900	24.725	123.625	98.900	24.725	123.625	98.900	24.725	123.625	98.900	24.725	123.625	494.500	123.625	618.125
Safety (HSIP)	45.459	5.051	50.510	45.459	5.051	50.510	45.459	5.051	50.510	45.459	5.051	50.510	45.459	5.051	50.510	227.295	25.255	252.550
Safety (RR Xing)	10.157	1.129	11.286	10.157	1.129	11.286	10.157	1.129	11.286	10.157	1.129	11.286	10.157	1.129	11.286	50.785	5.643	56.428
STP (Enhancement 10%)	29.204	7.301	36.505	29.204	7.301	36.505	29.204	7.301	36.505	29.204	7.301	36.505	29.204	7.301	36.505	146.020	36.505	182.525
STP (Enhancement (ARRA)	28.068	0.000	28.068	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	28.068	0.000	28.068
High Priority Projects	119.110	0.000	119.110	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	119.110	0.000	119.110
Recreational Trails	1.769	0.442	2.211	1.769	0.442	2.211	1.769	0.442	2.211	1.769	0.442	2.211	1.769	0.442	2.211	8.845	2.211	11.056
Statewide (ARRA Funds)	635.267	0.000	635.267	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	635.267	0.000	635.267
	1,696.612	184.078	1,880.690	914.167	184.078	1,098.245	914.167	184.078	1,098.245	914.167	184.078	1,098.245	914.167	184.078	1,098.245	5,353.280	920.392	6,273.672
Match Resources / State Only (B) (8) >>>		1,612.500	1,612.500		987.000	987.000		1,024.800	1,024.800		1,024.800	1,024.800		1,024.800	1,024.800		5,673.900	5,673.900
(Regionwide FHWA) (2)																		
STP Local	105.977	26.494	132.471	105.977	26.494	132.471	105.977	26.494	132.471	105.977	26.494	132.471	105.977	22.821	114.103	529.885	128.798	643.988
STP Counties	2.947	0.737	3.684	2.947	0.737	3.684	2.947	0.737	3.684	2.947	0.737	3.684	2.947	0.737	3.684	14.735	3.684	18.419
CMAQ (MPO Region)	91.219	22.805	114.024	91.219	22.805	114.024	91.219	22.805	114.024	91.219	22.805	114.024	91.219	22.805	114.024	456.095	114.024	570.119
High Priortity Projects	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Regional (ARRA Funds)	179.933	0.000	179.933	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	179.933	0.000	179.933
	380.076	50.036	430.112	200.143	50.036	250.179	200.143	50.036	250.179	200.143	50.036	250.179	200.143	46.363	231.811	1,180.648	246.506	1,412.459
Match Resources (Local) (3)		382.118	382.118		382.118	382.118		382.118	382.118		382.118	382.118		382.118	382.118		1,910.590	1,910.590
(Regionwide FTA)(C)																		
Sect. 5307/ 5340	241.173	60.293	301.466	254.400	63.600	318.000	264.600	66.150	330.750	275.200	68.800	344.000	286.200	71.550	357.750	1,321.573	330.393	1,651.966
Sect. 5307 (4)	(75.613)	(18.903)	(94.517)	(89.738)	(22.435)	(112.173)	(103.775)	(25.944)	(129.719)	(115.094)	(28.774)	(143.868)	(115.107)	(28.777)	(143.884)		(124.832)	(624.159)
Sect. 5309(m)(2)(B)	166.019	`41.50Ś	207.524	173.800	43.450	217.250	180.700	45.175	225.875	188.000	47.000	235.000	195.600	48.900	244.500	904.119	226.030	1,130.149
Sect. 5309(m)(2)(A) (New Start) (5)	59.870	14.967	74.837	0.305	0.076	0.381	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	60.174	15.044	75.218
Sect. 5309(m)(2)(C)	6.388	1.597	7.985	1.500	0.375	1.875	1.500	0.375	1.875	1.500	0.375	1.875	1.500	0.375	1.875	12.388	3.097	15.485
Sect. 5339 (Alternatives Analysis)	0.523	0.131	0.653	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.523	0.131	0.653
Sect. 5307/Sect. 5309 (ARRA Funds)	414.193	0.000	414.193	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	414.193	0.000	414.193
Preventive Maintenance (Federal) (4)	(128.456)	(32.114)	-160.569	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(128.456)	(32.114)	(160.569)
. , , , ,	684.096	67.476	751.572	340.267	85.067	425.333	343.025	85.756	428.781	349.606	87.402	437.008	368.193	92.048	460.241	2,085.187	417.749	2,502.936
Match Resources / RTA (6)(7)		995.668	995.668		661.307	661.307		688.448	688.448		515.692	515.692		518.014	518.014		3,379.130	3,379.130

Notes: A- FHWA SAFETEA-LU apportionments for FFY 2009, FHWA, Illinois Div., Springfield.

- 4- Sect 5307 is reduced by the estimated amounts for debt service and Preventive Maintenance.
- 5- New Start funding for FY 2009 are estimates for eligible projects and FFGA's.
- 6- RTA match sources are from regional / State taxes, operating funds, bonding authority and Tollway Credits.
- 7- RTA estimates are based on FFY 2009 FTA apportionments and actions by the the Illinois Legislature.
- 8- Additional appropriation from Road Fund and Series A bonds.
- a- Statewide figures are subject to revision. The major fund categories include Equity Bonus distributions.

B- State matching resurces for FY 2010 through 2015; from the Proposed Highway Improvement Program; IDOT

C- FTA estimates are from the FY 2009 through 2018 Capital Plan Funding Marks; RTA, July16, 2009

¹⁻ Statewide figures are based upon SAFETEA-LU apportionments from FHWA to the states. All forecasts assume SAFETEA-LU authorization levels. Fund estimates for FY 2010 through FY 2013 utilize the estimates for FFY 2009. Regional amounts of IDOT statewide funds will vary based upon project readiness, and are subject to IDOT priorities and obligation ceilings.

²⁻ Regional figures are based on setasides for local programming, designated program funds and apportionment estimates for FTA programs.

³⁻ Local match resources for regionally funded programs are from state MFT distributions as set by state law for counties and municipalities.



Project: 11-03-0019 WALKUP RD FROM BULL VALLEY F	RD (MCHEI	Action NRY) TO IL 176 (MCHENF	F	Pre-Revision Federal Funds (000) \$7,726	Post-Revision Federal Funds (000)	Change in Federal Funds (000) (\$7,726)	Percent Change -100.00%	Cost Threshold Yes	Add/ Delete Phase Yes
Project Work Types After Revision:	HIGHWA	S - NEW SIGNALS FOR M Y/ROAD - INTERSECTIO Y/ROAD - CONTINUOUS	N IMPROVE	EMENT	ES				
Financial Data Before Revision Financial Data After Revision	Fund Source CMAQ STP-L	Project Phase CONSTRUCTION CONSTRUCTION	FFY 09 11	Total Cost \$8,915 \$2,970	Federal Cost \$7,132 \$594	Segi ROAD SEGMEN' INTERSECTION			varded
01-94-0016 Chicago Department o	•			\$15,120 ORTH BRANCH C	\$18,320 ANAL BRIDGE ON	\$3,200 LY	21.16%	Yes	No
Project Work Types After Revision:		Y/ROAD - ADD LANES STRUCTURE - RECONS	T/REHAB C	HNG IN LANE USE	E/WIDTHS				
Financial Data Before Revision Financial Data After Revision	Fund Source HPP STP-L STP-L	Project Phase CONSTRUCTION CONSTRUCTION ENGINEERING-II CONSTRUCTION	FFY 09 09 09	Total Cost \$600 \$17,400 \$900 \$21,400	Federal Cost \$480 \$13,920 \$720 \$17,120	Segi	ment	Av	varded
	STP-L	ENGINEERING-II	09	\$900	\$720				

\$600

\$480

CONSTRUCTION

Project: 08-00-0054 DuPage Council of May 95TH ST EXTENSION FROM KNOCH		Action CHANGE P PLAINFIELD/NAPERVILLE	ROJECT	Pre-Revision Federal Funds (000) \$8,263 O BOUGHTON RD	Post-Revision Federal Funds (000) \$1,000 (WILL)	Change in Federal Funds (000) (\$7,263)	Percent Change -87.90%	Cost Threshold Yes	Add/ Delete Phase Yes
Project Work Types After Revision:	BRIDGE/	S - NEW SIGNALS FOR MI STRUCTURE - NEW Y/ROAD - EXTEND ROAD		NTERSECTIONS					
Financial Data Before Revision	Fund Source STP-C STP-C STP-L	Project Phase ROW ACQUISITION ENGINEERING-II CONSTRUCTION	FFY 09 09 12	Y Total Cost \$1,880 \$1,925 \$15,004	Federal Cost \$300 \$700 \$7,263	Segr	ment	Aw	arded
Financial Data After Revision	STP-C STP-C	ROW ACQUISITION ENGINEERING-II	09 09	\$1,880 \$1,925	\$300 \$700 e Only They A	Are NOT Part of	f the TIP		
	OTH OTH STP-C OTH STP-L	CONSTRUCTION ROW ACQUISITION CONSTRUCTION ENGINEERING-II CONSTRUCTION	12 10 MYB 09 MYB	\$11,610 \$1,465 \$21,176 \$872 \$15,004	\$0 \$0 \$4,500 \$0 \$7,263		o o		
09-94-0036 IDOT District 3 Division IL 47 Bridge Street FROM US 34 Vete	•	•		agecoach Trail (KE	\$33,200 NDALL/Yorkville)	\$33,200	999.99%	Yes	Yes
Project Work Types After Revision:	HIGHWA	Y/ROAD - ADD LANES Y/ROAD - WIDEN LANES Y/ROAD - RECONST WIT	_		TH OF LANE				
Financial Data Before Revision									
Financial Data After Revision	HPPLU HPPLU NHS	ROW ACQUISITION ROW ACQUISITION CONSTRUCTION	10 11 12	\$3,000 \$4,000 \$36,500	\$2,400 \$1,600 \$29,200				

Pre-Revision Change in Add/ Post-Revision Federal Federal Funds **Federal Funds** Delete Percent Cost (000)Funds (000) Project: Action (000)Phase **Threshold** Change 09-96-0018 Kane County Division of Transportatin **CHANGE PROJECT** \$81,405 \$73,339 (\$8,066)-9.91% No Yes

STEARNS ROAD BRIDGE CORRIDOR FROM RANDALL RD (KANE) TO EAST OF DUNHAM RD (KANE) AND OVER FOX RIVER

Project Work Types After Revision: BRIDGE/STRUCTURE - NEW

HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
CMAQ	CONSTRUCTION	09	\$2,779	\$2,223	CONTRACT 3 / INTERSECTION I	
DEM	CONSTRUCTION	09	\$5,625	\$4,500	CONTRACT 4	
DEM	CONSTRUCTION	09	\$552	\$442	CONTRACT 2	
EQB	CONSTRUCTION	09	\$10,115	\$8,092	CONTRACT 4	
GEN-OP	CONSTRUCTION	09	\$1,930	\$0	CONTRACT 5 / INCLUDES E3	
GEN-OP	CONSTRUCTION	10	\$896	\$0	CONTRACT 5B - LANDSCAPING	
GEN-OP	CONSTRUCTION	12	\$55	\$0	CONTACT 5A - MCLEAN FEN	
GEN-OP	CONSTRUCTION	09	\$1,095	\$0	CONTRACT 2 / INCLUDES E3	
GEN-OP	CONSTRUCTION	09	\$3,104	\$0	CONTRACT 4 / INCLUDES E3	
GEN-OP	CONSTRUCTION	09	\$2,621	\$0	CONTRACT 3 / INCLUDES E3	
GEN-OP	ROW ACQUISITION	09	\$250	\$0	AMENDMENT #5	
GEN-OP	ROW ACQUISITION	12	\$1,961	\$0	CONTRACT 5A	
GEN-OP	CONSTRUCTION	09	\$365	\$0	CONSTRUCTION CORRIDOR M	
GEN-OP	ROW ACQUISITION	12	\$504	\$0	CONTRACT 5A	
HPP	CONSTRUCTION	09	\$19,297	\$15,437	CONTRACT 5 / INCLUDES E3	
HPP	CONSTRUCTION	09	\$3,654	\$2,924	CONSTRUCTION CORRIDOR M	
HPP	CONSTRUCTION	09	\$23,125	\$18,500	CONTRACT 3 / INCLUDES E3	
HPP	CONSTRUCTION	10	\$4,479	\$3,583	CONTRACT 5B - LANDSCAPING	
HPP	CONSTRUCTION	09	\$9,940	\$7,952	CONTRACT 4 / INCLUDES E3	
HPP	CONSTRUCTION	09	\$9,299	\$7,439	CONTRACT 2 / INCLUDES E3	
HPP	ROW ACQUISITION	12	\$5,039	\$4,031	CONTRACT 5A	
HPP	CONSTRUCTION	12	\$550	\$440	CONTACT 5A - MCLEAN FEN	
HPP	ROW ACQUISITION	09	\$2,500	\$2,000	AMENDMENT #5	
ILL	ROW ACQUISITION	09	\$14,575	\$0	AMENDMENT #5	
ILL	CONSTRUCTION	09	\$6,095	\$0	CONTRACT 2 / INCLUDES E3	
ILL	CONSTRUCTION	09	\$3,104	\$0	CONTRACT 4 / INCLUDES E3	
ILL	CONSTRUCTION	09	\$7,621	\$0	CONTRACT 3 / INCLUDES E3	
ILL	CONSTRUCTION	09	\$365	\$0	CONSTRUCTION CORRIDOR M	
ILL	CONSTRUCTION	10	\$448	\$0	CONTRACT 5B - LANDSCAPING	
ILL	ROW ACQUISITION	12	\$504	\$0	CONTRACT 5A	

Chicago Metropolitan Agency for Planning July 24, 2009

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Non-Exempt Projects Requiring a TIP Amendment

				Pre-Revision Federal Funds	Post-Revision Federal Funds	Change in Add/ Federal Percent Cost Delete
Project:		Action		(000)	(000)	Funds (000) Change Threshold Phase
	ILL	CONSTRUCTION	12	\$55	\$0	CONTACT 5A - MCLEAN FEN
	ILL	CONSTRUCTION	09	\$1,930	\$0	CONTRACT 5 / INCLUDES E3
	LRA	CONSTRUCTION	09	\$1,100	\$1,100	CONTRACT 3
	STP-E	CONSTRUCTION	09	\$303	\$242	CONTRACT 3 / ITEP #102182
	STP-L	CONSTRUCTION	09	\$3,167	\$2,500	CONTRACT 4
Financial Data After Revision	CMAQ	CONSTRUCTION	09	\$2,779	\$2,223	CONTRACT 3 / INTERSECTION I
	DEM	CONSTRUCTION	09	\$5,625	\$4,500	CONTRACT 4
	DEM	CONSTRUCTION	09	\$552	\$442	CONTRACT 2
	EQB	CONSTRUCTION	09	\$10,115	\$8,092	CONTRACT 4
	GEN-OP	CONSTRUCTION	09	\$1,514	\$0	CONTRACT 3 / INCLUDES E3
	GEN-OP	CONSTRUCTION	09	\$3,104	\$0	CONTRACT 4 / INCLUDES E3
	GEN-OP	CONSTRUCTION	09	\$760	\$0	CONTRACT 2 / INCLUDES E3
	GEN-OP	CONSTRUCTION	09	\$1,144	\$0	CONTRACT 5 / INCLUDES E3
	GEN-OP	ROW ACQUISITION	09	\$250	\$0	AMENDMENT #5
	GEN-OP	CONSTRUCTION	09	\$365	\$0	CONSTRUCTION CORRIDOR M
	HPP	CONSTRUCTION	09	\$7,048	\$5,635	CONTRACT 2 / INCLUDES E3
	HPP	CONSTRUCTION	09	\$12,054	\$9,643	CONTRACT 3 / INCLUDES E3
	HPP	CONSTRUCTION	09	\$3,654	\$2,924	CONSTRUCTION CORRIDOR M
	HPP	ROW ACQUISITION	09	\$2,500	\$2,000	AMENDMENT #5
	HPP	CONSTRUCTION	09	\$11,440	\$9,152	CONTRACT 5 / INCLUDES E3
	HPP	CONSTRUCTION	09	\$9,940	\$7,952	CONTRACT 4 / INCLUDES E3
	ILL	ROW ACQUISITION	09	\$14,575	\$0	AMENDMENT #5
	ILL	CONSTRUCTION	09	\$5,760	\$0	CONTRACT 2 / INCLUDES E3
	ILL	CONSTRUCTION	09	\$3,104	\$0	CONTRACT 4 / INCLUDES E3
	ILL	CONSTRUCTION	09	\$1,144	\$0	CONTRACT 5 / INCLUDES E3
	ILL	CONSTRUCTION	09	\$6,514	\$0	CONTRACT 3 / INCLUDES E3
	ILL	CONSTRUCTION	09	\$365	\$0	CONSTRUCTION CORRIDOR M
	LRA	CONSTRUCTION	09	\$1,100	\$1,100	CONTRACT 3
	STP-E	CONSTRUCTION	09	\$303	\$242	CONTRACT 3 / ITEP #102182
	STP-L	CONSTRUCTION	09	\$3,167	\$2,500	CONTRACT 4
	GEN-OP	ROW ACQUISITION	10	\$700	\$0	ULTIMATE SCOPE
	GEN-OP	CONSTRUCTION	10	\$896	\$0	CONTRACT 5B - LANDSCAPING
	GEN-OP	ENGINEERING-II	10	\$410	\$0	ULTIMATE SCOPE
	HPP	CONSTRUCTION	10	\$4,479	\$3,583	CONTRACT 5B - LANDSCAPING
	HPP	ROW ACQUISITION	10	\$7,000	\$5,600	ULTIMATE SCOPE
	HPP	ENGINEERING-II	10	\$4,100	\$3,280	ULTIMATE SCOPE
	ILL	ROW ACQUISITION	10	\$700	\$0	ULTIMATE SCOPE
Chicago Motropolitan Agonov for Dlans	ina		Dogo 4 of 1	0		Non Evernt Projects Dequiring a TID Amendment

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Non-Exempt Projects Requiring a TIP Amendment

	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Percent Funds (000) Change	Cost Threshold	Add/ Delete Phase
ILL	CONSTRUCTION	10	\$448	\$0	CONTRACT 5B - LANDSCAPI	NG	
ILL	ENGINEERING-II	10	\$410	\$0	ULTIMATE SCOPE		
GEN-OP	ROW ACQUISITION	12	\$1,961	\$0	CONTRACT 5A		
GEN-OP	CONSTRUCTION	12	\$55	\$0	CONTACT 5A - MCLEAN FEN		
GEN-OP	ROW ACQUISITION	12	\$504	\$0	CONTRACT 5A		
HPP	CONSTRUCTION	12	\$550	\$440	CONTACT 5A - MCLEAN FEN		
HPP	ROW ACQUISITION	12	\$5,039	\$4,031	CONTRACT 5A		
ILL	CONSTRUCTION	12	\$55	\$0	CONTACT 5A - MCLEAN FEN		
ILL	ROW ACQUISITION	12	\$504	\$0	CONTRACT 5A		
	These L	ine Iten	ns are Illustrativ	e Only They A	are NOT Part of the TIP		
HPP	ENGINEERING	MYE	\$4,600	\$3,680	ULTIMATE SCOPE E3		
ILL	ENGINEERING	MYE	\$460	\$0	ULTIMATE SCOPE E3		
GEN-OP	ENGINEERING	MYE	\$460	\$0	ULTIMATE SCOPE E3		
HPP	CONSTRUCTION	MYE	\$45,800	\$9,240	ULTIMATE SCOPE		
ILL	CONSTRUCTION	MYE	\$1,155	\$0	ULTIMATE SCOPE		
GEN-OP	CONSTRUCTION	MYE	\$1,155	\$0	ULTIMATE SCOPE		
T District 1 Local Roads	NEW PROJ	JECT		\$245	\$245 999.99%	Yes	Yes

03-09-0043 IDOT District 1 Local Roads

FAU 2585 Meacham Road AT I- Interstate 90 (COOK/Schaumburg) 08-00095-00-PV; Feasibility Study for ramp access.

Project Work Types After Revision: INTERCHANGE - NEW

Financial Data Before Revision

Project:

Financial Data After Revision TCSP Alternatives Analysis 09 \$306 \$245

Project: 09-96-0019 Kane/Kendall Council of FAU 2287 RED GATE RD EXTENSION	•		NGE PROJECT	Pre-Revision Federal Funds (000) \$0 harles) TO IL 25 S/	Post-Revision Federal Funds (000) \$490 O ARMY TRAIL RD	Change in Federal Funds (000) \$490 (KANE/St. Charles	Percent Change 999.99% s) OVER FOX	Cost Threshold Yes X RIVER	Add/ Delete Phase Yes
Project Work Types After Revision:		Y/ROAD - NEW RC STRUCTURE - NE\							
Financial Data Before Revision	Fund Source MFT-ALL	Project Phase CONSTRUCTION	FF)	Y Total Cost \$18,000	Federal Cost \$0	Seg	ment	Aw	varded
Financial Data After Revision	GEN-OP ILL TCSP	ENGINEERING CONSTRUCTION		\$2,500 \$6,000 \$613	\$0 \$0 \$490	E3 ILLINOIS TOMO	RROW		
					e Only They A	Are NOT Part o	f the TIP		
	STP-L	CONSTRUCTION	l MYB	\$18,387	\$2,800				
10-94-0020 Lake County Council of WASHINGTON ST FROM IL 21 MILW	•		NGE PROJECT IT CLUB RD (LAF	(E)	\$9,814	\$9,814	999.99%	Yes	Yes
Project Work Types After Revision:		Y/ROAD - ADD LAN Y/ROAD - ADD LAN							
Financial Data Before Revision									
Financial Data After Revision	HPP STP-L HPP STP-L	CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	09	\$3,360 \$3,198 \$3,360 \$3,143	\$2,688 \$2,238 \$2,688 \$2,200				

Project: 07-00-0033 South Council of Mayor CENTRAL AVE FROM US 30 LINCOL		Action CHANGE P COOK) TO SAUK TRAIL (CO	ROJECT	Pre-Revision Federal Funds (000) \$3,702	Post-Revision Federal Funds (000) \$7,404	Change in Federal Funds (000) \$3,702	Percent Change 100.00%	Cost Threshold Yes	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA HIGHWA HIGHWA	Y/ROAD - ADD LANES Y/ROAD - ADD LANES Y/ROAD - RECONST WITI Y/ROAD - CURB AND GUT Y/ROAD - RECONST WITI Y/ROAD - CURB AND GUT	TTER H CHANGE						
Financial Data Before Revision	Fund Source STP-L STP-L	Project Phase CONSTRUCTION ENGINEERING-II	FFY 09 10	Total Cost \$4,950 \$338	Federal Cost \$3,465 \$237	Segi	arded .		
Financial Data After Revision	STP-L STP-L STP-L	CONSTRUCTION CONSTRUCTION ENGINEERING-II ENGINEERING-II	09 09 10 10	\$4,950 \$4,950 \$338 \$338	\$3,465 \$3,465 \$237				
06-04-0008 Southwest Council of M IL 7 WOLF RD FROM 143RD ST (CO	•	CHANGE P 37TH ST (COOK)	ROJECT	\$0	\$305	\$305	999.99%	Yes	Yes
Project Work Types After Revision:	SIGNALS	Y/ROAD - ADD LANES S - MODERNIZATION Y/ROAD - CONTINUOUS E	BI-DIRECT	IONAL TURN LAN	ES				
Financial Data Before Revision	Fund Source	Project Phase ENGINEERING-I	FFY 09	Total Cost \$401	Federal Cost \$0	Seg i 1767290000, FOI	ment R H-RS, WOI		varded
Financial Data After Revision	STP-L	ENGINEERING-I	09	\$435	\$305				
		These L	ine Items	s are Illustrativ	e Only They A	re NOT Part o	f the TIP		
	STP-L	CONSTRUCTION	MYB	\$23,000	\$2,000	Includes E3			

\$402

\$281

ENGINEERING-II

Project: 09-09-0071 IDOT District 3 Division IL 71 Stagecoach Trail FROM IL 47 I	• ,	Action NEW PROJECT	Pre-Revision Federal Funds (000) rd Road (KENDALL	Post-Revision Federal Funds (000) \$0 /Oswego)	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWAY/ROAD - R	DD LANES DD LANES E - REPLACE E - REPLACE	E IN USE OR WID	TH OF LANE				
Financial Data Before Revision								
Financial Data After Revision	ILL ENGINEEI		\$100 \$800	\$0 \$0				
01-03-0007 Chicago Department of CERMAK RD FROM (WEST) CANAI	•	DELETE PROJECT TO (EAST) KING DR (C	\$0 OOK/CHICAGO)		\$0	0.00%	No	No
Project Work Types After Revision:								
Financial Data After Povision	Fund Source Project Ph GEN-OP CONSTRU		7 Total Cost \$2,165	Federal Cost \$0	Seg MPEA	ment	Aw	arded
Financial Data After Revision								

Project: 09-09-0070 IDOT District 3 Division IL 47 ILL Route 47 FROM Cross Street	_		Fe DJECT	Pre-Revision ederal Funds (000)	Post-Revision Federal Funds (000) \$0	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHW HIGHW BRIDGI BRIDGI BRIDGI HIGHW HIGHW	/AY/ROAD - ADD LANES /AY/ROAD - ADD LANES /AY/ROAD - ADD LANES /AY/ROAD - ADD LANES E/STRUCTURE - RECONS E/STRUCTURE - RECONS E/STRUCTURE - RECONS /AY/ROAD - RECONST WI /AY/ROAD - RECONST WI	ST/REHAB CH ST/REHAB CH ITH CHANGE ITH CHANGE	NG IN LANE US NG IN LANE US IN USE OR WID IN USE OR WID	E/WIDTHS E/WIDTHS TH OF LANE TH OF LANE				
Financial Data Before Revision									
Financial Data After Revision	ILL	ENGINEERING-I	10	\$900	\$0				
09-09-0069 IDOT District 3 Division IL 47 ILL Route 47 FROM IL 71 ILL Ro Project Work Types After Revision:	HIGHW HIGHW HIGHW HIGHW HIGHW	•	ton Farm Road ITH CHANGE ITH CHANGE	IN USE OR WID IN USE OR WID	TH OF LANE	\$0	0.00%	No	No
Financial Data Before Revision									
Financial Data After Revision	ILL	ENGINEERING-I	10	\$600	\$0				
08-09-0069 IDOT District 1 Division 22ND ST/CERMAK RD FROM MCDC	•	•)/ENTERPRISE I	DR (DUPAGE/Oak E	\$0 Brook)	0.00%	No	No
Project Work Types After Revision:		LS - INTERCONNECTS AN LS - MODERNIZATION	ND TIMING						
Financial Data Before Revision									
Financial Data After Revision	ILL	CONSTRUCTION	10	\$650		1783260000			
Financial Data After Revision	ILL 	CONSTRUCTION				1783200000			

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Non-Exempt Projects Requiring a TIP Amendment

July 24, 2009

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
Totals for	15 Projects		\$116,216	\$144,117	\$27,901	24.0%		



Project: 01-00-0030 Chicago Department of 130TH ST FROM TORRENCE (COOR	•		FOE PROJECT	Pre-Revision ederal Funds (000) \$32,839 RENCE AND TO	Post-Revision Federal Funds (000) \$32,854 RRENCE S/O 130T	Change in Federal Funds (000) \$15	Percent Change 0.05%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	MISCELI	STRUCTURE - NEW LANEOUS - PROJECT 1 Y/ROAD - INTERSECTI							
Financial Data Before Revision Financial Data After Revision	Fund Source CMAQ HPP ILL STP-L CMAQ HPP ILL STP-L	Project Phase IMPLEMENTATION CONSTRUCTION CONSTRUCTION CONSTRUCTION IMPLEMENTATION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	FFY 09 09 09 09 10 10 10	Total Cost \$4,149 \$9,000 \$6,810 \$27,924 \$4,149 \$9,000 \$6,810 \$27,942	Federal Cost \$3,300 \$7,200 \$0 \$22,339 \$3,300 \$7,200 \$0 \$22,354	Seg ENG/ROW/CON ENG/ROW/CON	ŕ	ECTI	varded
01-03-0004 Chicago Department of ROOSEVELT RD FROM WESTERN	f Transport AVE (COO	tation CHANGE K) TO US 41 LAKE SHO	E PROJECT DRE DR (COOK	\$4,912	\$4,912	\$0	0.00%	No	No
Project Work Types After Revision: Financial Data Before Revision	Fund Source CMAQ CMAQ	Project Phase ENGINEERING CONSTRUCTION	FFY 09 10	Total Cost \$430 \$5,710	Federal Cost \$344 \$4,568	Seg	ment	Av	varded
Financial Data After Revision	CMAQ CMAQ	ENGINEERING CONSTRUCTION	10 11	\$430 \$5,710	\$344 \$4,568				

Project:			Action	Pre-Revision Federal Fun (000)		Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
01-98-0069 Chicago Department of	•		CHANGE PROJECT	* ,-		\$1,660	\$0	0.00%	No	No
63RD ST FROM WESTERN AVE (CO	OK) TO W	ALLACE (CO	OK) AND HALSTED	-КОМ 59ТН ТО	67TH	; HALSTED PKWY	AND 63RD ST P	WY		
Project Work Types After Revision:	SIGNALS	- INTERCON	ROJECT TYPES NO NECTS AND TIMINO ERSECTION IMPRO	3						
Financial Data Before Revision	Fund Source HPP STP-L	Project Phase CONSTRUC ENGINEERI	TION 09	. ,	st 000 \$75	Federal Cost \$1,600 \$60	Seg	ment	Aw	varded
Financial Data After Revision	HPP STP-L	CONSTRUC ENGINEERI		. ,	000 \$75	\$1,600 \$60				

Project: 01-98-0068 Chicago Department of GRAND AVE FROM FULLERTON AV	of Transportation CHAVE (COOK) TO DESPLAINES		ction HANGE PROJECT S AVE (COOK)	Pre-Revision Federal Funds (000) \$18,091	Post-Revision Federal Funds (000) \$18,651	Change in Federal Funds (000) \$560	Percent Change 3.10%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA	Y/ROAD - INTER	SECTION IMPROV	/EMENT LANE WIDENING					
Financial Data Before Revision	Fund Source STP-L STP-L STP-L STP-L STP-L STP-L STP-L STP-L STP-L	Project Phase CONSTRUCTIO CONSTRUCTIO ENGINEERING CONSTRUCTIO ENGINEERING CONSTRUCTIO ENGINEERING ENGINEERING ENGINEERING	DN 09 11 DN 11 12 DN 12 09 10	Y Total Cost \$914 \$6,300 \$600 \$6,300 \$600 \$6,000 \$600 \$700 \$600	\$731 \$5,040 \$480 \$5,040 \$480 \$4,800 \$480 \$560 \$480	Seg Central to Lamon LAMON TO PULA		Aw	rarded
Financial Data After Revision	STP-L STP-L STP-L STP-L STP-L STP-L STP-L	CONSTRUCTION CONSTRUCTION ENGINEERING ENGINEERING ENGINEERING ENGINEERING CONSTRUCTION	ON 09 09 09 10 11	\$914 \$7,000 \$600 \$600 \$700 \$600 \$6,300	\$731 \$5,600 \$480 \$480 \$560 \$480 \$5,040	Central to Lamon LAMON TO PULA			

\$600

\$6,000

\$480

\$4,800

12

12

STP-L ENGINEERING

CONSTRUCTION

Project: 08-06-0028 DuPage Council of May NORTH AURORA RD FROM EJ&E R.			E PROJECT D WESTON	Pre-Revision Federal Funds (000) \$0 RIDGE DR (DUPAC	Post-Revision Federal Funds (000) \$0 GE/Naperville)	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA	Y/ROAD - ADD LANES Y/ROAD - CURB AND O Y/ROAD - CONTINUOU		TIONAL TURN LAN	IES				
Financial Data Before Revision									
Financial Data After Revision	GEN-OP	ENGINEERING-II	12	\$375	\$0				
		These	Line Item	ns are Illustrativ	e Only They A	re NOT Part o	f the TIP		
	GEN-OP	ROW ACQUISITION	MYB	\$2,100	\$0				
	GEN-OP	CONSTRUCTION	MYB	\$4,600	\$0				
08-07-0010 DuPage Council of May ARDMORE AVENUE FROM 16TH ST			PROJECT RFIELD RO	\$945 AD (DUPAGE)	\$945	\$0	0.00%	No	No
Project Work Types After Revision:		Y/ROAD - EXTEND RO - ADD SIGNALS AT SI		RSECTION					
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FF \	7 Total Cost \$7,254	Federal Cost \$945	Seg FY10 NEEDS CO	ment DNSULTATIO		arded
Financial Data After Revision	STP-L	CONSTRUCTION	12	\$7,254	\$945	FY10 NEEDS CO	ONSULTATIO	N	
08-97-0016 DuPage County Divisio CH 35 55TH STREET FROM HOLME	•		PROJECT	\$1,198 IS (DUPAGE/Westr	\$1,198 mont)	\$0	0.00%	No	No
Project Work Types After Revision:	HIGHWA	- INTERCONNECTS A Y/ROAD - INTERSECTI Y/ROAD - RECONSTRU	ON IMPROV						
Financial Data Before Revision	Fund Source HPP MFT-LO	Project Phase CONSTRUCTION CONSTRUCTION	FF) 09 09	7 Total Cost \$1,497 \$3,300	Federal Cost \$1,198 \$0	Seg 120104	ment	Aw	arded
Financial Data After Revision	HPP MFT-LO	CONSTRUCTION CONSTRUCTION	11 11	\$1,497 \$3,300	\$1,198 \$0	120104			

Pre-Revision Post-Revision Change in Add/ **Federal Funds Federal Federal Funds** Delete Percent Cost Project: Action (000)(000)Funds (000) Phase **Threshold** Change 10-94-0007 IDOT District 1 Division of Highways **CHANGE PROJECT** \$0 0.00% No No US 45 LAKE AVE FROM WASHINGTON ST (LAKE) TO IL 120 (LAKE) PHASE 1 STUDY IL 132 TO IL 176. Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES MISCELLANEOUS - EXEMPT PROJECTS Financial Data Before Revision **Financial Data After Revision** ILL CONSTRUCTION 09 \$200 1-71097-0302 (DEMOLITION) These Line Items are Illustrative Only -- They Are NOT Part of the TIP CONSTRUCTION NHS MYB \$9,985 \$7,988 1710970300 09-96-0011 IDOT District 3 Division of Highways **CHANGE PROJECT** \$0 0.00% No No US 34 Veterans Parkway FROM IL 47 Bridge Street (KENDALL/Yorkville) TO FAU 3792 Orchard Road (KENDALL/Oswego) Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES HIGHWAY/ROAD - CURB AND GUTTER HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE **Financial Data Before Revision** Financial Data After Revision ILL **ENGINEERING-II** 10 \$500 \$0 These Line Items are Illustrative Only -- They Are NOT Part of the TIP STP-R CONSTRUCTION MYB \$14.130 \$11.304 09-09-0040 IDOT District 3 Division of Highways **CHANGE PROJECT** \$0 \$0 0.00% No No IL 47 IL 47 FROM Cross Street (KANE/Sugar Grove) TO FAU 3793 Kennedy Road (KENDALL/Yorkville) Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES BRIDGE/STRUCTURE - RECONST/REHAB CHNG IN LANE USE/WIDTHS BRIDGE/STRUCTURE - REPLACE HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE Fund **Financial Data Before Revision** Source **Project Phase Total Cost Federal Cost** Awarded Segment **ENGINEERING-I** ILL 10 \$900 \$0 \$900 **Financial Data After Revision** ILL **ENGINEERING-I** 10 \$0

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Non-Exempt Projects with Modifications

Project: 09-09-0039 IDOT District 3 Division IL 47 ILL 47 FROM IL 71 Stagecoach	•	-,-	NGE PROJECT	Pre-Revision Federal Funds (000) \$0 m Road (KENDALL	Post-Revision Federal Funds (000) \$0	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:		Y/ROAD - ADD LAN Y/ROAD - RECONS		GE IN USE OR WID	TH OF LANE				
Financial Data Before Revision	Fund Source ILL	Project Phase ENGINEERING-I	FF [*] 10	Y Total Cost \$600	Federal Cost \$0	Seg	ment	Aw	varded
Financial Data After Revision	ILL	ENGINEERING-I	10	\$600	\$0				
09-09-0028 IDOT District 3 Division US 34 Veterans Parkway FROM FAU Project Work Types After Revision:	3791 Cann HIGHWA BRIDGE HIGHWA	-,-	IES PLACE ND GUTTER		\$0 Parkway (KENDALL/	\$0 Yorkville)	0.00%	No	No
Financial Data Before Revision	Fund Source ILL	Project Phase ENGINEERING-I	FF [*] 10	Y Total Cost \$400	Federal Cost \$0	Seg	ment	Aw	/arded
Financial Data After Revision	ILL	ENGINEERING-I	10	\$400	\$0				
09-08-0044 IDOT District 3 Division US 34 US 34 FROM GLETTY ROAD	_	•	NGE PROJECT TON WAY (KEN	\$0 DALL/Plano)	\$0	\$0	0.00%	No	No
Project Work Types After Revision:		Y/ROAD - ADD LAN Y/ROAD - CURB AN							
Financial Data Before Revision	Fund Source ILL	Project Phase ENGINEERING-I	FF [*] 10	Y Total Cost \$275	Federal Cost \$0	Seg	ment	Aw	/arded
Financial Data After Revision	ILL	ENGINEERING-I	10	\$275	\$0				
		Th	ese Line Iten	ns are Illustrativ	e Only They A	re NOT Part o	of the TIP		
	ILL	ENGINEERING-II	MYE		\$0				

Project: 12-04-0015 IDOT District 3 Division BRISBIN RD AT I- 80 (GRUNDY) APR	of Highways CHA		PROX 3 MILES EAST OF		PROX 3 MILES EAST OF		Action CHANGE PROJECT MORRIS	Pre-Revision Federal Funds (000) \$5,400	Post-Revision Federal Funds (000) \$5,600	Change in Federal Funds (000) \$200	Percent Change 3.70%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	INTERCH	ANGE - NEW											
Financial Data Before Revision	Fund Source ILL NHS	Project Phase ENGINEERING CONSTRUCTION	G-II 10	Y Total Cost \$410 \$6,000	Federal Cost \$0 \$5,400	Seg	ment	Aw	arded				
Financial Data After Revision	ILL ILL HPPLU	ROW ACQUIS ENGINEERING CONSTRUCTION	G-II 10	\$632 \$410 \$6,000	\$0 \$0 \$5,600								
09-00-0035 Kane County Division o FAU 2330 ANDERSON RD OVER TH	-		CHANGE PROJECT Elburn) BETWEEN I	,	\$7,600 ER RD	(\$850)	-10.06%	No	No				
Project Work Types After Revision:		Y/ROAD - NEW STRUCTURE - N											
Financial Data Before Revision Financial Data After Revision	GEN-OP HPP ILL STP-C GEN-OP	Project Phase ROW ACQUIS ENGINEERING CONSTRUCTI CONSTRUCTI CONSTRUCTI ROW ACQUIS ENGINEERING CONSTRUCTI CONSTRUCTI	GITION 09 G-II 09 ION 10 ION 10 ION 10 ION 10 ION 10 ION 11 ION 11 ION 11	\$200 \$2,950 \$23,460 \$240 \$1,100 \$200 \$2,950 \$22,468 \$120	Federal Cost \$0 \$7,600 \$0 \$850 \$850 \$0 \$7,600 \$0 \$7,600 \$0	E3 INCLUDED TARP	ment	Aw	rarded				
	STP-L	CONSTRUCTI			•	E3 INCLUDED							

Project: 09-03-0002 Kane County Division of the Children CH 30 HUNTLEY RD FROM CH 34 F	•	-	F PROJECT	Pre-Revision ederal Funds (000) \$91 ANE/Carpentersvi	Post-Revision Federal Funds (000) \$92	Change in Federal Funds (000) \$1	Percent Change 1.10%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA	Y/ROAD - ADD LANES							
Financial Data Before Revision	Fund Source STP-L	Project Phase ENGINEERING-II	FFY 09	Total Cost \$700	Federal Cost \$91	Seg	ment	Aw	arded
Financial Data After Revision	STP-L	ENGINEERING-II	09	\$700	\$92				
		These	l ine Items	are Illustrativ	e Only They A	re NOT Part o	f the TIP		
	GEN-OP	ROW ACQUISITION	MYB	\$2,000	\$0 \$0				
	GEN-OP	CONSTRUCTION	MYB	\$13,000	\$0				
09-95-0011 Kane County Division of CH 83 ORCHARD RD FROM S OF J	•		PROJECT O US 30 (KAN	\$518 IE/Montgomery)	\$506	(\$12)	-2.32%	No	No
Project Work Types After Revision:	HIGHWAY	(/ROAD - ADD LANES (/ROAD - INTERSECTI (/ROAD - RECONST W			TH OF LANE				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Seg	ment	Aw	arded
	CMAQ GENLOP	CONSTRUCTION ENGINEERING	11 11	\$460 \$1,500	\$368 \$0	E3			
	STP-L	ENGINEERING-II	09	\$300	\$150	LU			
Financial Data After Revision	STP-L	ENGINEERING-II	09	\$275	\$138				
The state of the s	CMAQ	CONSTRUCTION	11	\$460	\$368				
	GEN-OP	ENGINEERING	11	\$1,600	\$0	E3			
	ILL	CONSTRUCTION	11	\$233	\$0				
		These	Line Items	are Illustrativ	e Only They A	re NOT Part o	f the TIP		
	STP-L	ROW ACQUISITION	MYB	\$1,500	\$750	ROADWAY			

CONSTRUCTION

MYB

\$16,000

\$3,012

Project: 09-99-0102 Kane County Division o LA FOX RD BYPASS TO BUNKER RE	•	Actio atin CHAN	n GE PROJECT	Pre-Revision Federal Funds (000) \$0	Post-Revision Federal Funds (000) \$0	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:		STRUCTURE - NEW //ROAD - NEW ROA							
Financial Data Before Revision Financial Data After Revision	GEN-OP GEN-OP ILL GEN-OP GEN-OP GEN-OP	Project Phase CONSTRUCTION ENGINEERING-II ROW ACQUISITION CONSTRUCTION CONSTRUCTION CONSTRUCTION ENGINEERING-II ROW ACQUISITION CONSTRUCTION CONSTRUCTION CONSTRUCTION	10 10 10 10	Y Total Cost \$500 \$300 \$400 \$5,000 \$6,500 \$300 \$400 \$5,000 \$6,500	Federal Cost \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0 \$0	\$eg 3783 3783 3783 3783 3783 3783	ment	Aw	arded
09-06-0014 Kane/Kendall Council o FAU 1503 INDIAN TRAIL FROM FAU	-		GE PROJECT) TO FAU 2522	\$6,017 FARNSWORTH (K	\$6,018 (ANE/Aurora)	\$1	0.02%	No	No
Project Work Types After Revision:	HIGHWAY	- INTERCONNECTS (/ROAD - INTERSEC (/ROAD - RECONST	CTION IMPROV		TH OF LANE				
Financial Data Before Revision Financial Data After Revision	Fund Source HPP STP-L HPP STP-L	Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	FF 09 09 09	Y Total Cost \$3,119 \$4,403 \$3,119 \$4,403	Federal Cost \$2,500 \$3,517 \$2,500 \$3,518	Seg 1201600000 1201600000 E3 INCLUDED	ment	Aw	arded

Project: 09-06-0017 Kane/Kendall Council o	f Mayors		Action CHANGE PROJECT	Pre-Revision Federal Funds (000) \$863	Post-Revision Federal Funds (000) \$863	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase
CROSS & JOY ST FROM IL 47 MAIN	STREET (K	(ANE/Yorkville) TO EAST END OF	JOY ST (KANE/Yo	rkville)				
Project Work Types After Revision:	HIGHWAY	//ROAD - RES	LS FOR MULTIPLE URFACE (WITH NO ONST WITH CHANG	LANE WIDENING	,				
Financial Data Before Revision	GEN-OP GEN-OP	Project Phase ENGINEERIN ENGINEERIN CONSTRUCT	IG-II 10 IG-I 09	Y Total Cost \$102 \$100 \$1,150	Federal Cost \$0 \$0 \$863	Seg	ment	Ам	<i>r</i> arded
Financial Data After Revision	GEN-OP	ENGINEERIN ENGINEERIN CONSTRUCT	IG-II 10	\$100 \$102 \$1,151	\$0 \$0 \$863	E3 INCLUDED			

Project: 02-08-0005 North Shore Council of SHERIDAN RD FROM ISABELLA AVE	•		Action CHANGE PROJECT /D (COOK) FOREST		(000) \$4,145	Change in Federal Funds (000) \$0 AN ROAD	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	PEDESTF SIGNALS	RIAN FACILITY - MODERNIZA) LANE WIDENING	G)				
Financial Data Before Revision	Fund								
	Source	Project Phase	e FF	Y Total Cost	Federal Cost	Segr	nent	Aw	arded
	HPP	CONSTRUCT	ION 09	\$1,996	\$1,597				
	ILL	CONSTRUCT	ION 09	\$650	\$0				
	ILL	CONSTRUCT	ION 09	\$2,350	\$0	1771480300			
	LRA	CONSTRUCT	ION 09	\$1,650	\$1,320	Main St. to South	Blvd.		
	SEC115	CONSTRUCT	ION 09	\$800	\$800				
	SEC117	CONSTRUCT	TON 09	\$428	\$428				
Financial Data After Revision	HPP	CONSTRUCT	ION 09	\$1,996	\$1,597				
	ILL	CONSTRUCT	ION 09	\$650	\$0				
	ILL	CONSTRUCT	ION 09	\$2,350	\$0	1771480300			
	LRA	CONSTRUCT	ION 09	\$1,650	\$1,320	Main St. to South	Blvd.		
	SEC115	CONSTRUCT	ION 09	\$800	\$800				
	SEC117	CONSTRUCT	TON 09	\$428	\$428				
			These Line Item	ns are Illustrati	ve Only They A	Are NOT Part of	the TIP		
	STP-L	ENGINEERIN	G-II MYE	\$209	\$145	For Signal Interco	nnect		

LRA

CONSTRUCTION

MYB

\$3,200

\$3,200 Main St. to Chicago Ave.

Project: 07-96-0013 South Council of Mayo FAU 1631 JOE ORR RD MAIN ST EX		Action CHANGE P FROM BURNHAM AVE (C	ROJECT	Pre-Revision Federal Funds (000) \$742 SHEFFIELD/COLU	Post-Revision Federal Funds (000) \$742 MBIA AVE (COOK)	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA	Y/ROAD - NEW ROAD							
Financial Data Before Revision	Fund Source STP-L STP-L	Project Phase ENGINEERING-I ROW ACQUISITION	FFY 09 09	Total Cost \$225 \$320	Federal Cost \$180 \$256	Seg	ment	Aw	varded
	STP-L STP-L	CONSTRUCTION ENGINEERING-II	12 09	\$2,042 \$203	\$163 \$143				
Financial Data After Revision	STP-L STP-L STP-L STP-L	ENGINEERING-I ROW ACQUISITION ENGINEERING-II CONSTRUCTION	09 10 10 12	\$225 \$320 \$203 \$2,042	\$180 \$256 \$143 \$163				
06-04-0009 Southwest Council of MIL 7 WOLF RD FROM 167TH ST (CO	•	CHANGE P 3RD ST (COOK)	ROJECT	\$0		\$0	0.00%	No	No
Project Work Types After Revision:	SIGNALS	Y/ROAD - ADD LANES S - MODERNIZATION Y/ROAD - CONTINUOUS	BI-DIRECT	IONAL TURN LAN	ES				
Financial Data Before Revision	Fund Source ILL	Project Phase CONSTRUCTION	FFY 10	Total Cost \$464	Federal Cost \$0	_	ment R H-RS, SHAF		varded
Financial Data After Revision									
		These I	ine Items	s are Illustrativ	e Only They A	re NOT Part o	f the TIP		
	STP-L	ENGINEERING-I	MYB	\$800	\$560				
	STP-L	ENGINEERING-II	MYB	\$1,760	\$1,000	Г2			
	STP-L STP-L	CONSTRUCTION CONSTRUCTION	MYB MYB	\$1,000 \$7,000	\$700 \$1,000				

Totals for 23 Projects

\$85,871

\$85,786

(\$85)

-0.1%



Project: 11-03-0019 WALKUP RD FROM BULL VALLEY F	RD (MCHEI	Action NRY) TO IL 176 (MCHENF	F	Pre-Revision Federal Funds (000) \$7,726	Post-Revision Federal Funds (000)	Change in Federal Funds (000) (\$7,726)	Percent Change -100.00%	Cost Threshold Yes	Add/ Delete Phase Yes
Project Work Types After Revision:	HIGHWA	S - NEW SIGNALS FOR M Y/ROAD - INTERSECTIO Y/ROAD - CONTINUOUS	N IMPROVE	EMENT	ES				
Financial Data Before Revision Financial Data After Revision	Source Project Phase CMAQ CONSTRUCTION STP-L CONSTRUCTION		FFY 09 11	Total Cost \$8,915 \$2,970	Federal Cost \$7,132 \$594	Segment ROAD SEGMENT PORTION INTERSECTION IMPROVEMENT			
01-94-0016 Chicago Department o	•			\$15,120 ORTH BRANCH C	\$18,320 ANAL BRIDGE ON	\$3,200 LY	21.16%	Yes	No
Project Work Types After Revision:		Y/ROAD - ADD LANES STRUCTURE - RECONS	T/REHAB C	HNG IN LANE USE	E/WIDTHS				
Financial Data Before Revision Financial Data After Revision	Source Project Phase HPP CONSTRUCTION STP-L CONSTRUCTION STP-L ENGINEERING-II cial Data After Revision STP-L CONSTRUCTION		FFY 09 09 09	Total Cost \$600 \$17,400 \$900 \$21,400	Federal Cost \$480 \$13,920 \$720 \$17,120	Seg	ment	Aw	varded
	STP-L	ENGINEERING-II	09	\$900	\$720				

\$600

\$480

CONSTRUCTION

Project: 08-00-0054 DuPage Council of May 95TH ST EXTENSION FROM KNOCH		Action CHANGE P PLAINFIELD/NAPERVILLE	ROJECT	Pre-Revision Federal Funds (000) \$8,263 O BOUGHTON RD	Post-Revision Federal Funds (000) \$1,000 (WILL)	Change in Federal Funds (000) (\$7,263)	Percent Change -87.90%	Cost Threshold Yes	Add/ Delete Phase Yes
Project Work Types After Revision:	BRIDGE/	S - NEW SIGNALS FOR MI STRUCTURE - NEW Y/ROAD - EXTEND ROAD		NTERSECTIONS					
Financial Data Before Revision	Fund Source STP-C STP-C STP-L	Project Phase ROW ACQUISITION ENGINEERING-II CONSTRUCTION	FFY 09 09 12	Y Total Cost \$1,880 \$1,925 \$15,004	Federal Cost \$300 \$700 \$7,263	Segr	ment	Aw	arded
Financial Data After Revision	STP-C STP-C	ROW ACQUISITION ENGINEERING-II	09 09	\$1,880 \$1,925	\$300 \$700 e Only They A	Are NOT Part of	f the TIP		
	OTH OTH STP-C OTH STP-L	CONSTRUCTION ROW ACQUISITION CONSTRUCTION ENGINEERING-II CONSTRUCTION	12 10 MYB 09 MYB	\$11,610 \$1,465 \$21,176 \$872 \$15,004	\$0 \$0 \$4,500 \$0 \$7,263		o o		
09-94-0036 IDOT District 3 Division IL 47 Bridge Street FROM US 34 Vete	•	•		agecoach Trail (KE	\$33,200 NDALL/Yorkville)	\$33,200	999.99%	Yes	Yes
Project Work Types After Revision:	HIGHWA	Y/ROAD - ADD LANES Y/ROAD - WIDEN LANES Y/ROAD - RECONST WIT	_		TH OF LANE				
Financial Data Before Revision									
Financial Data After Revision	HPPLU HPPLU NHS	ROW ACQUISITION ROW ACQUISITION CONSTRUCTION	10 11 12	\$3,000 \$4,000 \$36,500	\$2,400 \$1,600 \$29,200				

Pre-Revision Change in Add/ Post-Revision Federal Federal Funds **Federal Funds** Delete Percent Cost (000)Funds (000) Project: Action (000)Phase **Threshold** Change 09-96-0018 Kane County Division of Transportatin **CHANGE PROJECT** \$81,405 \$73,339 (\$8,066)-9.91% No Yes

STEARNS ROAD BRIDGE CORRIDOR FROM RANDALL RD (KANE) TO EAST OF DUNHAM RD (KANE) AND OVER FOX RIVER

Project Work Types After Revision: BRIDGE/STRUCTURE - NEW

HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision

Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
CMAQ	CONSTRUCTION	09	\$2,779	\$2,223	CONTRACT 3 / INTERSECTION I	
DEM	CONSTRUCTION	09	\$5,625	\$4,500	CONTRACT 4	
DEM	CONSTRUCTION	09	\$552	\$442	CONTRACT 2	
EQB	CONSTRUCTION	09	\$10,115	\$8,092	CONTRACT 4	
GEN-OP	CONSTRUCTION	09	\$1,930	\$0	CONTRACT 5 / INCLUDES E3	
GEN-OP	CONSTRUCTION	10	\$896	\$0	CONTRACT 5B - LANDSCAPING	
GEN-OP	CONSTRUCTION	12	\$55	\$0	CONTACT 5A - MCLEAN FEN	
GEN-OP	CONSTRUCTION	09	\$1,095	\$0	CONTRACT 2 / INCLUDES E3	
GEN-OP	CONSTRUCTION	09	\$3,104	\$0	CONTRACT 4 / INCLUDES E3	
GEN-OP	CONSTRUCTION	09	\$2,621	\$0	CONTRACT 3 / INCLUDES E3	
GEN-OP	ROW ACQUISITION	09	\$250	\$0	AMENDMENT #5	
GEN-OP	ROW ACQUISITION	12	\$1,961	\$0	CONTRACT 5A	
GEN-OP	CONSTRUCTION	09	\$365	\$0	CONSTRUCTION CORRIDOR M	
GEN-OP	ROW ACQUISITION	12	\$504	\$0	CONTRACT 5A	
HPP	CONSTRUCTION	09	\$19,297	\$15,437	CONTRACT 5 / INCLUDES E3	
HPP	CONSTRUCTION	09	\$3,654	\$2,924	CONSTRUCTION CORRIDOR M	
HPP	CONSTRUCTION	09	\$23,125	\$18,500	CONTRACT 3 / INCLUDES E3	
HPP	CONSTRUCTION	10	\$4,479	\$3,583	CONTRACT 5B - LANDSCAPING	
HPP	CONSTRUCTION	09	\$9,940	\$7,952	CONTRACT 4 / INCLUDES E3	
HPP	CONSTRUCTION	09	\$9,299	\$7,439	CONTRACT 2 / INCLUDES E3	
HPP	ROW ACQUISITION	12	\$5,039	\$4,031	CONTRACT 5A	
HPP	CONSTRUCTION	12	\$550	\$440	CONTACT 5A - MCLEAN FEN	
HPP	ROW ACQUISITION	09	\$2,500	\$2,000	AMENDMENT #5	
ILL	ROW ACQUISITION	09	\$14,575	\$0	AMENDMENT #5	
ILL	CONSTRUCTION	09	\$6,095	\$0	CONTRACT 2 / INCLUDES E3	
ILL	CONSTRUCTION	09	\$3,104	\$0	CONTRACT 4 / INCLUDES E3	
ILL	CONSTRUCTION	09	\$7,621	\$0	CONTRACT 3 / INCLUDES E3	
ILL	CONSTRUCTION	09	\$365	\$0	CONSTRUCTION CORRIDOR M	
ILL	CONSTRUCTION	10	\$448	\$0	CONTRACT 5B - LANDSCAPING	
ILL	ROW ACQUISITION	12	\$504	\$0	CONTRACT 5A	

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Non-Exempt Projects Requiring a TIP Amendment

				Pre-Revision Federal Funds	Post-Revision Federal Funds	Change in Add/ Federal Percent Cost Delete
Project:		Action		(000)	(000)	Funds (000) Change Threshold Phase
	ILL	CONSTRUCTION	12	\$55	\$0	CONTACT 5A - MCLEAN FEN
	ILL	CONSTRUCTION	09	\$1,930	\$0	CONTRACT 5 / INCLUDES E3
	LRA	CONSTRUCTION	09	\$1,100	\$1,100	CONTRACT 3
	STP-E	CONSTRUCTION	09	\$303	\$242	CONTRACT 3 / ITEP #102182
	STP-L	CONSTRUCTION	09	\$3,167	\$2,500	CONTRACT 4
Financial Data After Revision	CMAQ	CONSTRUCTION	09	\$2,779	\$2,223	CONTRACT 3 / INTERSECTION I
	DEM	CONSTRUCTION	09	\$5,625	\$4,500	CONTRACT 4
	DEM	CONSTRUCTION	09	\$552	\$442	CONTRACT 2
	EQB	CONSTRUCTION	09	\$10,115	\$8,092	CONTRACT 4
	GEN-OP	CONSTRUCTION	09	\$1,514	\$0	CONTRACT 3 / INCLUDES E3
	GEN-OP	CONSTRUCTION	09	\$3,104	\$0	CONTRACT 4 / INCLUDES E3
	GEN-OP	CONSTRUCTION	09	\$760	\$0	CONTRACT 2 / INCLUDES E3
	GEN-OP	CONSTRUCTION	09	\$1,144	\$0	CONTRACT 5 / INCLUDES E3
	GEN-OP	ROW ACQUISITION	09	\$250	\$0	AMENDMENT #5
	GEN-OP	CONSTRUCTION	09	\$365	\$0	CONSTRUCTION CORRIDOR M
	HPP	CONSTRUCTION	09	\$7,048	\$5,635	CONTRACT 2 / INCLUDES E3
	HPP	CONSTRUCTION	09	\$12,054	\$9,643	CONTRACT 3 / INCLUDES E3
	HPP	CONSTRUCTION	09	\$3,654	\$2,924	CONSTRUCTION CORRIDOR M
	HPP	ROW ACQUISITION	09	\$2,500	\$2,000	AMENDMENT #5
	HPP	CONSTRUCTION	09	\$11,440	\$9,152	CONTRACT 5 / INCLUDES E3
	HPP	CONSTRUCTION	09	\$9,940	\$7,952	CONTRACT 4 / INCLUDES E3
	ILL	ROW ACQUISITION	09	\$14,575	\$0	AMENDMENT #5
	ILL	CONSTRUCTION	09	\$5,760	\$0	CONTRACT 2 / INCLUDES E3
	ILL	CONSTRUCTION	09	\$3,104	\$0	CONTRACT 4 / INCLUDES E3
	ILL	CONSTRUCTION	09	\$1,144	\$0	CONTRACT 5 / INCLUDES E3
	ILL	CONSTRUCTION	09	\$6,514	\$0	CONTRACT 3 / INCLUDES E3
	ILL	CONSTRUCTION	09	\$365	\$0	CONSTRUCTION CORRIDOR M
	LRA	CONSTRUCTION	09	\$1,100	\$1,100	CONTRACT 3
	STP-E	CONSTRUCTION	09	\$303	\$242	CONTRACT 3 / ITEP #102182
	STP-L	CONSTRUCTION	09	\$3,167	\$2,500	CONTRACT 4
	GEN-OP	ROW ACQUISITION	10	\$700	\$0	ULTIMATE SCOPE
	GEN-OP	CONSTRUCTION	10	\$896	\$0	CONTRACT 5B - LANDSCAPING
	GEN-OP	ENGINEERING-II	10	\$410	\$0	ULTIMATE SCOPE
	HPP	CONSTRUCTION	10	\$4,479	\$3,583	CONTRACT 5B - LANDSCAPING
	HPP	ROW ACQUISITION	10	\$7,000	\$5,600	ULTIMATE SCOPE
	HPP	ENGINEERING-II	10	\$4,100	\$3,280	ULTIMATE SCOPE
	ILL	ROW ACQUISITION	10	\$700	\$0	ULTIMATE SCOPE
Chicago Motropolitan Agonov for Dlans	ina		Dogo 4 of 1	0		Non Evernt Projects Dequiring a TID Amendment

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Non-Exempt Projects Requiring a TIP Amendment

	Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Percent Funds (000) Change	Cost Threshold	Add/ Delete Phase
ILL	CONSTRUCTION	10	\$448	\$0	CONTRACT 5B - LANDSCAPI	NG	
ILL	ENGINEERING-II	10	\$410	\$0	ULTIMATE SCOPE		
GEN-OP	ROW ACQUISITION	12	\$1,961	\$0	CONTRACT 5A		
GEN-OP	CONSTRUCTION	12	\$55	\$0	CONTACT 5A - MCLEAN FEN		
GEN-OP	ROW ACQUISITION	12	\$504	\$0	CONTRACT 5A		
HPP	CONSTRUCTION	12	\$550	\$440	CONTACT 5A - MCLEAN FEN		
HPP	ROW ACQUISITION	12	\$5,039	\$4,031	CONTRACT 5A		
ILL	CONSTRUCTION	12	\$55	\$0	CONTACT 5A - MCLEAN FEN		
ILL	ROW ACQUISITION	12	\$504	\$0	CONTRACT 5A		
	These L	ine Iten	ns are Illustrativ	e Only They A	are NOT Part of the TIP		
HPP	ENGINEERING	MYE	\$4,600	\$3,680	ULTIMATE SCOPE E3		
ILL	ENGINEERING	MYE	\$460	\$0	ULTIMATE SCOPE E3		
GEN-OP	ENGINEERING	MYE	\$460	\$0	ULTIMATE SCOPE E3		
HPP	CONSTRUCTION	MYE	\$45,800	\$9,240	ULTIMATE SCOPE		
ILL	CONSTRUCTION	MYE	\$1,155	\$0	ULTIMATE SCOPE		
GEN-OP	CONSTRUCTION	MYE	\$1,155	\$0	ULTIMATE SCOPE		
T District 1 Local Roads	NEW PROJ	JECT		\$245	\$245 999.99%	Yes	Yes

03-09-0043 IDOT District 1 Local Roads

FAU 2585 Meacham Road AT I- Interstate 90 (COOK/Schaumburg) 08-00095-00-PV; Feasibility Study for ramp access.

Project Work Types After Revision: INTERCHANGE - NEW

Financial Data Before Revision

Project:

Financial Data After Revision TCSP Alternatives Analysis 09 \$306 \$245

Project: 09-96-0019 Kane/Kendall Council of FAU 2287 RED GATE RD EXTENSION	•		NGE PROJECT	Pre-Revision Federal Funds (000) \$0 harles) TO IL 25 S/	Post-Revision Federal Funds (000) \$490 O ARMY TRAIL RD	Change in Federal Funds (000) \$490 (KANE/St. Charles	Percent Change 999.99% s) OVER FOX	Cost Threshold Yes X RIVER	Add/ Delete Phase Yes
Project Work Types After Revision:		Y/ROAD - NEW RC STRUCTURE - NE\							
Financial Data Before Revision	Fund Source MFT-ALL	Project Phase CONSTRUCTION	FF)	Y Total Cost \$18,000	Federal Cost \$0	Seg	ment	Aw	varded
Financial Data After Revision	GEN-OP ILL TCSP	ENGINEERING CONSTRUCTION		\$2,500 \$6,000 \$613	\$0 \$0 \$490	E3 ILLINOIS TOMO	RROW		
					e Only They A	Are NOT Part o	f the TIP		
	STP-L	CONSTRUCTION	l MYB	\$18,387	\$2,800				
10-94-0020 Lake County Council of WASHINGTON ST FROM IL 21 MILW	•		NGE PROJECT IT CLUB RD (LAF	(E)	\$9,814	\$9,814	999.99%	Yes	Yes
Project Work Types After Revision:		Y/ROAD - ADD LAN Y/ROAD - ADD LAN							
Financial Data Before Revision									
Financial Data After Revision	HPP STP-L HPP STP-L	CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	09	\$3,360 \$3,198 \$3,360 \$3,143	\$2,688 \$2,238 \$2,688 \$2,200				

Project: 07-00-0033 South Council of Mayor CENTRAL AVE FROM US 30 LINCOL		Action CHANGE P COOK) TO SAUK TRAIL (CO	ROJECT	Pre-Revision Federal Funds (000) \$3,702	Post-Revision Federal Funds (000) \$7,404	Change in Federal Funds (000) \$3,702	Percent Change 100.00%	Cost Threshold Yes	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA HIGHWA HIGHWA	Y/ROAD - ADD LANES Y/ROAD - ADD LANES Y/ROAD - RECONST WITI Y/ROAD - CURB AND GUT Y/ROAD - RECONST WITI Y/ROAD - CURB AND GUT	TTER H CHANGE						
Financial Data Before Revision	Fund Source STP-L STP-L	Project Phase CONSTRUCTION ENGINEERING-II	FFY 09 10	Total Cost \$4,950 \$338	Federal Cost \$3,465 \$237	Segi	Awarded		
Financial Data After Revision	STP-L STP-L STP-L	CONSTRUCTION CONSTRUCTION ENGINEERING-II ENGINEERING-II	09 09 10 10	\$4,950 \$4,950 \$338 \$338	\$3,465 \$3,465 \$237				
06-04-0008 Southwest Council of M IL 7 WOLF RD FROM 143RD ST (CO	•	CHANGE P 37TH ST (COOK)	ROJECT	\$0	\$305	\$305	999.99%	Yes	Yes
Project Work Types After Revision:	SIGNALS	Y/ROAD - ADD LANES S - MODERNIZATION Y/ROAD - CONTINUOUS E	BI-DIRECT	IONAL TURN LAN	ES				
Financial Data Before Revision	Fund Source	Project Phase ENGINEERING-I	FFY 09	Total Cost \$401	Federal Cost \$0	Seg i 1767290000, FOI	ment R H-RS, WOI		varded
Financial Data After Revision	STP-L	ENGINEERING-I	09	\$435	\$305				
		These L	ine Items	s are Illustrativ	e Only They A	re NOT Part o	f the TIP		
	STP-L	CONSTRUCTION	MYB	\$23,000	\$2,000	Includes E3			

\$402

\$281

ENGINEERING-II

Project: 09-09-0071 IDOT District 3 Division IL 71 Stagecoach Trail FROM IL 47 I	• ,	Action NEW PROJECT	Pre-Revision Federal Funds (000) rd Road (KENDALL	Post-Revision Federal Funds (000) \$0 /Oswego)	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWAY/ROAD - R	DD LANES DD LANES E - REPLACE E - REPLACE	E IN USE OR WID	TH OF LANE				
Financial Data Before Revision								
Financial Data After Revision	ILL ENGINEEI		\$100 \$800	\$0 \$0				
01-03-0007 Chicago Department of CERMAK RD FROM (WEST) CANAI	•	DELETE PROJECT TO (EAST) KING DR (C	\$0 OOK/CHICAGO)		\$0	0.00%	No	No
Project Work Types After Revision:								
Financial Data After Povision	Fund Source Project Ph GEN-OP CONSTRU		7 Total Cost \$2,165	Federal Cost \$0	Seg MPEA	ment	Aw	arded
Financial Data After Revision								

Project: 09-09-0070 IDOT District 3 Division IL 47 ILL Route 47 FROM Cross Street	_		Fe DJECT	Pre-Revision ederal Funds (000)	Post-Revision Federal Funds (000) \$0	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHW HIGHW BRIDGI BRIDGI BRIDGI HIGHW HIGHW	/AY/ROAD - ADD LANES /AY/ROAD - ADD LANES /AY/ROAD - ADD LANES /AY/ROAD - ADD LANES E/STRUCTURE - RECONS E/STRUCTURE - RECONS E/STRUCTURE - RECONS /AY/ROAD - RECONST WI /AY/ROAD - RECONST WI	ST/REHAB CH ST/REHAB CH ITH CHANGE ITH CHANGE	NG IN LANE US NG IN LANE US IN USE OR WID IN USE OR WID	E/WIDTHS E/WIDTHS TH OF LANE TH OF LANE				
Financial Data Before Revision									
Financial Data After Revision	ILL	ENGINEERING-I	10	\$900	\$0				
09-09-0069 IDOT District 3 Division IL 47 ILL Route 47 FROM IL 71 ILL Ro Project Work Types After Revision:	HIGHW HIGHW HIGHW HIGHW HIGHW	•	ton Farm Road ITH CHANGE ITH CHANGE	IN USE OR WID IN USE OR WID	TH OF LANE	\$0	0.00%	No	No
Financial Data Before Revision									
Financial Data After Revision	ILL	ENGINEERING-I	10	\$600	\$0				
08-09-0069 IDOT District 1 Division 22ND ST/CERMAK RD FROM MCDC	•	•)/ENTERPRISE I	DR (DUPAGE/Oak E	\$0 Brook)	0.00%	No	No
Project Work Types After Revision:		LS - INTERCONNECTS AN LS - MODERNIZATION	ND TIMING						
Financial Data Before Revision									
Financial Data After Revision	ILL	CONSTRUCTION	10	\$650		1783260000			
Financial Data After Revision	ILL 	CONSTRUCTION				1783200000			

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Non-Exempt Projects Requiring a TIP Amendment

July 24, 2009

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
Totals for	15 Projects		\$116,216	\$144,117	\$27,901	24.0%		



		Pre-Revision Federal Funds	Post-Revision Federal Funds	Change in Federal	Percent	Cost	Add/ Delete
Project:	Action	(000)	(000)	Funds (000)	Change	Threshold	Phase
05-08-0011 Central Council of Mayors	CHANGE PROJECT	\$1,731	\$2,014	\$283	16.35%	No	No
MEST LINDEDDASS AND EAST DI ATEODM DECONSTDUC	TION EDOM HILL CD		TO BLIDLINGTON AV	E (COOK) Podos	trian Walkwa	v Improvomo	ote on

WEST UNDERPASS AND EAST PLATFORM RECONSTRUCTION FROM HILL GROVE AVE (COOK) TO BURLINGTON AVE (COOK) Pedestrian Walkway Improvements on Various Streets

Project Work Types After Revision: SAFETY - RAILROAD CROSSING IMPROVEMENTS

PEDESTRIAN FACILITY

RAIL STATIONS - MAINTAIN, REHABILITATE, REPLACE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Av	varded
	HPP	ENGINEERING-II	09	\$108	\$86			
	HPP	CONSTRUCTION	10	\$2,057	\$1,645	INCLUDES E3		
Financial Data After Revision	HPP	ENGINEERING-II	09	\$30	\$24	Pedestrian Walkway Improveme	nt	
	HPP	ENGINEERING-II	09	\$108	\$86			
	HPP	CONSTRUCTION	10	\$323	\$259	Pedestrian Walkway Improvement	nt	
	HPP	CONSTRUCTION	10	\$2,057	\$1,645	INCLUDES E3		
05-08-0016 Central Council of M	ayors	CHANGE F	PROJECT	\$720	\$720	\$0 0.00%	No	No

EAST AVENUE FROM ROOSEVELT ROAD (COOK) TO CERMAK ROAD (COOK)

Project Work Types After Revision: HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING)

Fund **Financial Data Before Revision** Source Project Phase **Total Cost** Federal Cost LRA CONSTRUCTION 09 \$790 \$720 Financial Data After Revision LRA CONSTRUCTION 09 \$842 \$720

Awarded

Segment

Project: 01-96-0001 Chicago Department o WELLS ST BRIDGE AT CHICAGO R	•		NGE PROJECT	. ,	Post-Revision Federal Funds (000) \$15,032 DR	Change in Federal Funds (000) \$999	Percent Change 7.12%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	BRIDGE/	STRUCTURE - REC	ONST/REHAB	CHNG IN LANE US	E/WIDTHS				
Financial Data Before Revision	Fund Source STP-L STP-L	Project Phase ENGINEERING-II CONSTRUCTION	FF 09 11	Total Cost \$1,000 \$16,541	Federal Cost \$800 \$13,233	Seg	ment	Aw	varded
Financial Data After Revision	STP-L STP-L	ENGINEERING-II CONSTRUCTION	10 12	\$1,000 \$17,790	\$800 \$14,232				
09-08-0002 CMAP CH 77 KIRK RD AT DOUGLAS RD (K	(ANE)	СНА	NGE PROJECT	\$1,096	\$1,016	(\$80)	-7.30%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - INTERSE	CTION IMPRO	VEMENT					
Financial Data Before Revision	Fund Source CMAQ CMAQ CMAQ CMAQ	Project Phase ENGINEERING ENGINEERING-II ENGINEERING-I ROW ACQUISITIO CONSTRUCTION	FF 11 10 09 DN 10	*Y Total Cost \$100 \$100 \$70 \$200 \$900	\$80 \$80 \$80 \$56 \$160 \$720	Seg	ment	Ам	varded
Financial Data After Revision	CMAQ CMAQ CMAQ CMAQ CMAQ	ENGINEERING-I ENGINEERING-II ROW ACQUISITION ENGINEERING CONSTRUCTION	09 11 DN 11 12 12	\$142 \$160 \$200 \$178 \$1,780	\$56 \$80 \$160 \$80 \$640	E3			

Project:		Action		Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Cost Threshold	Add/ Delete Phase
09-08-0003 CMAP MAIN ST AT NELSON LAKE RD (KA	NE)	CHANGE F	PROJECT	\$1,564	\$1,696	\$132	8.44%	No	No
Project Work Types After Revision:		Y/ROAD - INTERSECTIO Y/ROAD - VERTICAL/HO			CLEARANCE)				
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Sea	ment	Aw	arded
	CMAQ	ENGINEERING-II	10	\$120	\$96	ocg	mont	7100	araca
	CMAQ	CONSTRUCTION	11	\$1,235	\$988				
	CMAQ	ROW ACQUISITION	10	\$500	\$400				
	CMAQ	ENGINEERING-I	09	\$100	\$80				
Financial Data After Revision	CMAQ	ENGINEERING-I	09	\$174	\$80				
Findicial Data After Revision	CMAQ	ENGINEERING-II	11	\$174 \$120	\$96				
	CMAQ	ROW ACQUISITION	11	\$500	\$400				
	CMAQ	CONSTRUCTION	12	\$1,400	\$1,120				
	OWIAQ	001101110011011	12	Ψ1,400	ψ1,120				
03-08-0003 CMAP BUFFALO CREEK BIKE PATH EXTE	NSION FR	CHANGE FOR (COOK)	PROJECT	\$38	\$38	\$0	0.00%	No	No
Project Work Types After Revision:	BICYCLE	FACILITY							
Financial Data Before Revision	Fund Source CMAQ	Project Phase CONSTRUCTION	FFY 09	Total Cost \$48	Federal Cost \$38	Seg	ment	Aw	arded
Financial Data After Revision	CMAQ	CONSTRUCTION	09	\$56	\$38				
08-08-0002 CMAP GRAND AVE SIDEWALK FROM CHI	JRCH RD (CHANGE F DUPAGE) TO YORK RD (\$150	\$271	\$121	80.67%	No	No
Project Work Types After Revision:	PEDEST	RIAN FACILITY							
Financial Data Before Revision	Fund								
	Source	Project Phase	FFY	Total Cost	Federal Cost	Seg	ment	Aw	arded
	CMAQ	CONSTRUCTION	09	\$304	\$137				
	CMAQ	ENGINEERING-II	09	\$16	\$13				
Financial Data After Revision	CMAQ	CONSTRUCTION	09	\$322	\$258	INCLUDES E3			
	CMAQ	ENGINEERING-II	09	\$16	\$13				

Project: 07-06-0001 CMAP SAFE ROUTES TO SCHOOLS AT (C	COOK) SAFE		PROJECT .S-SOUTH :	Pre-Revision Federal Funds (000) \$415 SUBURBAN MAYO	Post-Revision Federal Funds (000) \$464 RS AND MANAGER	Change in Federal Funds (000) \$49 RASSOCIATION	Percent Change 11.81%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	PEDESTF BICYCLE	RIAN FACILITY FACILITY							
Financial Data Before Revision Financial Data After Revision	Fund Source CMAQ CMAQ CMAQ CMAQ	Project Phase CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION CONSTRUCTION	FF\ 09 09 09 09	Y Total Cost \$48 \$143 \$328 \$205 \$48	Federal Cost \$38 \$115 \$262 \$164 \$38	Seg Awarded SN 06-0 Awarded SN 06-0 Awarded SN 06-0 Awarded SN 06-0	00162-02-SW 00162-04-TL	,	varded
	CMAQ	CONSTRUCTION	09	\$328	\$262				
09-06-0003 CMAP RANDALL RD FROM FOOTHILL RD	(KANE) TO		PROJECT	\$1,087	\$1,087	\$0	0.00%	No	No
Project Work Types After Revision:		- MODERNIZATION Y/ROAD - INTERSECTION	ON IMPROV	/EMENT					
Financial Data Before Revision Financial Data After Revision	GEN-OP GEN-OP CMAQ	Project Phase ENGINEERING-II CONSTRUCTION ENGINEERING ROW ACQUISITION ENGINEERING-II	90 10 10 09 09	\$120 \$2,000 \$260 \$500 \$500 \$135	Federal Cost \$96 \$991 \$0 \$0 \$108	Seg	ment	Ач	/arded
	CMAQ GEN-OP	CONSTRUCTION ENGINEERING	11 11	\$1,916 \$192	\$979 \$0	E3			

Project: 09-08-0004 CMAP MOOSEHEART RD AT LINCOLN WA	AY (KANE)	Action CHANGE P		Pre-Revision Federal Funds (000) \$1,448	Post-Revision Federal Funds (000) \$1,448	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA	Y/ROAD - INTERSECTION	N IMPROV	EMENT					
Financial Data Before Revision	Fund Source CMAQ CMAQ	Project Phase ENGINEERING-I ENGINEERING-II	FFY 09 10	\$80 \$120	Federal Cost \$64 \$96	Seg	ment	Ам	rarded
	CMAQ CMAQ CMAQ STP-L	ROW ACQUISITION CONSTRUCTION ENGINEERING CONSTRUCTION	10 11 11 12	\$200 \$1,035 \$150 \$3,372	\$160 \$828 \$120 \$180				
Financial Data After Revision	CMAQ CMAQ CMAQ CMAQ CMAQ STP-L	ENGINEERING-I ENGINEERING-II ROW ACQUISITION CONSTRUCTION ENGINEERING CONSTRUCTION	09 11 11 12 12	\$163 \$268 \$483 \$1,035 \$263 \$1,593	\$64 \$96 \$160 \$828 \$120 \$180	E3			
09-09-0010 CMAP HUNTLEY RD AT GALLIGAN RD (KA	 ANE)	CHANGE P	PROJECT	\$1,589	\$1,475	(\$114)	-7.17%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - INTERSECTION	N IMPROV	EMENT					
Financial Data Before Revision Financial Data After Revision	Fund Source CMAQ CMAQ CMAQ STP-L CMAQ CMAQ	Project Phase CONSTRUCTION ROW ACQUISITION ENGINEERING-II ENGINEERING-I CONSTRUCTION ENGINEERING-I ROW ACQUISITION	12 11 10 09 12 09 11	Total Cost \$1,326 \$500 \$120 \$100 \$1,326 \$137 \$500	Federal Cost \$947 \$400 \$96 \$80 \$66 \$80 \$400	Seg	ment	Ам	varded
	CMAQ CMAQ STP-L	ENGINEERING-II CONSTRUCTION CONSTRUCTION	11 12 12	\$150 \$1,200 \$1,200	\$96 \$833 \$66				

Project: 16-01-0008 CTA	NATALT.	Action CHANGE I		Pre-Revision Federal Funds (000) \$0	Post-Revision Federal Funds (000)	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase
CTA - 306.001 PROGRAM MANAGE		LANEOUS - EXEMPT PRO) IECTS						
Project Work Types After Revision:		LAINEOUS - EXEMPT PRO	JJEC 13						
Financial Data Before Revision	Fund Source SB	Project Phase IMPLEMENTATION	FFY 09	Total Cost \$1,001	Federal Cost \$0	Seg REOB	ıment	Aw	arded/
Financial Data After Revision	SB	IMPLEMENTATION	09	\$1,000		REOB			
08-06-0020 DuPage Council of Ma JORIE BLVD FROM 22ND ST (DUPA	•	CHANGE I rook) TO 31ST ST (DUPA		\$697 ok)	\$814	\$117	16.79%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE ((WITH NO I	LANE WIDENING))				
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 10	Total Cost \$996	Federal Cost \$697	Seg	ıment	Aw	<i>r</i> arded
Financial Data After Revision	STP-L	CONSTRUCTION	10	\$1,163	\$814				
08-05-0019 DuPage Council of Ma LAMBERT RD AT IL 38 ROOSEVEL	•	CHANGE I	PROJECT	\$238	\$238	\$0	0.00%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - INTERSECTIO	N IMPROVI	EMENT					
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 09	Total Cost \$340	Federal Cost \$238	Seg	ıment	Aw	/arded
Financial Data After Revision	STP-L	CONSTRUCTION	10	\$340	\$238				
08-09-0020 DuPage Council of Ma Various Routes in DuPage County Na	•	CHANGE I . from IL 38 to IL 56, Lemo		\$3,615 83rd St. to 97th A	\$3,615 ve., Gary Ave. from	\$0 Jewell to St. Charl	0.00% es Rd., N	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE ((WITH NO I	LANE WIDENING))				
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$3,615	Federal Cost \$3,615	Seg	ıment	Aw	/arded
Financial Data After Revision	LRA	CONSTRUCTION	10	\$3,615	\$3,615				
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This public notice of the revisions being made to CMAP's Transportation Improvement Program satisfies the Program of Projects requirements of Title 49, U.S. Code Section 5307 (c) (t) through (7)

Project: 08-06-0009 DuPage Council of Ma ARMY TRAIL ROAD FROM MILL RO FROM US 20 TO	•	Action CHANGE GE) TO US 20 LAKE ST (F PROJECT	Pre-Revision ederal Funds (000) \$1,719 ROJECT ENDS A	Post-Revision Federal Funds (000) \$1,719 T LAKE ST - US 20	Change in Federal Funds (000) \$0 THROUGH JFK D	Percent Change 0.00% RIVE; ALSO	Cost Threshold No INCLUDES M	Add/ Delete Phase No
Project Work Types After Revision:	SIGNALS	AY/ROAD - INTERSECTIC S - MODERNIZATION AY/ROAD - RECONST WI			TH OF LANE				
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 10	Total Cost \$2,456	Federal Cost \$1,719	Seg	ment	Aw	arded
Financial Data After Revision	STP-L	CONSTRUCTION	12	\$2,456	\$1,719				
08-07-0011 DuPage Council of Ma IL 59 IL-59 FROM 87TH STREET (DU	•	CHANGE perville) TO S. OF 111TH		\$675 IPAGE/Naperville	\$900	\$225	33.33%	No	No
Project Work Types After Revision:	PEDEST	RIAN FACILITY							
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 10	Total Cost \$900	Federal Cost \$675	Seg	ment	Aw	arded
Financial Data After Revision	LRA	CONSTRUCTION	10	\$900	\$900				
08-09-0025 DuPage Council of Ma FAU 1369 Schick Rd. FROM Gary Av	•	CHANGE BE) TO Lorraine Ct. (DUPA		\$1,483	\$1,483	\$0	0.00%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE	(WITH NO L	ANE WIDENING)	1				
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 10	Total Cost \$1,483	Federal Cost \$1,483	Seg	ment	Aw	arded
Financial Data After Revision	LRA	CONSTRUCTION	09	\$2,002	\$1,483				

Project: 08-07-0007 DuPage Council of Ma	•	Action CHANGE I	PROJECT	Pre-Revision Federal Funds (000) \$809	Post-Revision Federal Funds (000) \$809	Change in Federal Funds (000)	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase
71ST ST / BRIDEWELL DR FROM B Project Work Types After Revision:	HIGHWA HIGHWA	E PKWY (DUPAGE/BUIT F XY/ROAD - INTERSECTIO XY/ROAD - PAVEMENT P/ XY/ROAD - RESURFACE (N IMPROV ATCHING	EMENT					
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 10	' Total Cost \$1,155	Federal Cost \$809	Seg	ıment	Aw	arded
Project Work Types After Revision Name of the Project Work Types After Revision:	STERN TRA	CONSTRUCTION CHANGE I AIL PED BRIDGES AT GR		\$1,155 \$2,879 V AND ST CHARLE	\$809 \$2,879 ES RD (DUPAGE) PE	\$0 ED FAC- LOMBAF	0.00% RD - GREAT	No WESTERN TI	No RAIL PED
Financial Data Before Revision		FACILITY Project Phase	FFY	′ Total Cost	Federal Cost	Seg	ment	Aw	rarded
Financial Data After Revision	STP-L STP-L	CONSTRUCTION CONSTRUCTION	11 12	\$3,862 \$3,862	\$2,879 \$2,879				
08-01-0009 DuPage Council of Ma MAIN ST FROM IL 64 NORTH AVE (•	CHANGE I TO ST. CHARLES RD (DL		\$455	\$455	\$0	0.00%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE ((WITH NO	LANE WIDENING)				
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 10	Total Cost \$650	Federal Cost \$455	Seg	ment	Aw	arded
Financial Data After Revision	STP-L	CONSTRUCTION	11	\$650	\$455				

Project: 08-07-0008 DuPage Council of Ma GREEN STREET FROM YORK ROA	•	Action CHANGE F E) TO COUNTY LINE RD	FO PROJECT	Pre-Revision ederal Funds (000) \$770 DUPAGE) VILLAG	Post-Revision Federal Funds (000) \$770 GE LIMIT - 1,000' E/	Change in Federal Funds (000) \$0 AST OF COUNTY	Percent Change 0.00% LINE ROAD	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE (WITH NO LA	ANE WIDENING)					
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 10	Total Cost \$1,100	Federal Cost \$770	Seg	ment	Aw	arded
Financial Data After Revision	STP-L	CONSTRUCTION	11	\$1,100	\$770				
08-07-0013 DuPage Council of Ma	-	CHANGE F GREAT WESTERN TRAI		\$1,006	\$1,006	\$0	0.00%	No	No
Project Work Types After Revision:	BICYCLE	FACILITY							
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Seg	ment	Aw	arded
	CMAQ	ROW ACQUISITION	09	\$22	\$18	REMAINDER EN			
	CMAQ	ENGINEERING-II	09	\$100	\$80				
	CMAQ	CONSTRUCTION	12	\$150	\$120				
	STP-L	CONSTRUCTION	10	\$1,050	\$788				
Financial Data After Revision	CMAQ	ROW ACQUISITION	09	\$22	\$18	REMAINDER EN	IG1/ROW		
	CMAQ	ENGINEERING-II	09	\$100	\$80				
	STP-L	CONSTRUCTION	11	\$1,050	\$788				
	CMAQ	CONSTRUCTION	12	\$150	\$120				
08-03-0109 DuPage Council of Ma PASQUINELLI DR AT OGDEN AVE	•	CHANGE F	PROJECT	\$620	\$620	\$0	0.00%	No	No
Project Work Types After Revision:	SIGNALS	Y/ROAD - INTERSECTION S - MODERNIZATION Y/ROAD - RECONSTRUC		MENT					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Seg	ment	Aw	arded
	STP-L	CONSTRUCTION	10	\$885	\$620				
Financial Data After Revision	STP-L	CONSTRUCTION	11	\$885	\$620				

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Exempt Projects with Modifications

Project: 08-05-0020 DuPage Council of Ma EAST BRANCH DUPAGE RIVER TR	•	Action CHANGE GLEN ELLYN RD (DUPA	F PROJECT	Pre-Revision Federal Funds (000) \$390 MY TRAIL RD (DUI	Post-Revision Federal Funds (000) \$390 PAGE)	Change in Federal Funds (000)	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:		RIAN FACILITY E FACILITY							
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 10	Total Cost \$520	Federal Cost \$390	Seg	ment	Aw	/arded
Financial Data After Revision	STP-L	CONSTRUCTION	12	\$520	\$390				
08-05-0023 DuPage Council of Ma MADISON ST FROM N FRONTAGE	•	CHANGE GE) TO 83RD ST (DUPAC		\$847	\$847	\$0	0.00%	No	No
Project Work Types After Revision:		AY/ROAD - INTERSECTIO AY/ROAD - WIDEN LANES							
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 10	Total Cost \$1,210	Federal Cost \$847	Seg	ment	Aw	/arded
Financial Data After Revision	STP-L	CONSTRUCTION	11	\$1,210	\$847				
08-00-0033 DuPage Council of Ma BIKEWAY - GENEVA SPUR G-W CO	iyors	CHANGE R FROM GREAT WESTER		\$436 UPAGE) TO IL PF	\$436 RAIRIE PATH (DUPA	\$0 (GE)	0.00%	No	No
Project Work Types After Revision:	BICYCLE	E FACILITY							
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 10	Total Cost \$801	Federal Cost \$436	Seg	ment	Aw	/arded
Financial Data After Revision	STP-L	CONSTRUCTION	12	\$801	\$436				

Project: 08-06-0055 DuPage County Division ILLINOIS PRARIE PATH FROM EJ&H		portation CH/	tion ANGE PROJECT	Pre-Revision Federal Funds (000) \$960 J&E RR NORTH (Post-Revision Federal Funds (000) \$960 OF SMITH RD (DUP	Change in Federal Funds (000) \$0 AGE) ELGIN BRA	0.00%	Cost Threshold No E	Add/ Delete Phase No
Project Work Types After Revision:		FACILITY							
Financial Data Before Revision	Fund Source HPP	Project Phase CONSTRUCTION	FFY N 09	Total Cost \$1,965	Federal Cost \$960	Seg	gment	Aw	arded
Financial Data After Revision	HPP	CONSTRUCTION	N 10	\$1,965	\$960	1200090000			
07-07-0014 IDOT District 1 Division US 30 LINCOLN HWY AT IL 394 BIS	•	•	ANGE PROJECT	\$2,268	\$2,835	\$567	25.00%	No	No
Project Work Types After Revision:	BRIDGE	STRUCTURE - RE	CONST/REHAB N	O CHNG IN #, WI	DTH, OR LANE				
Financial Data Before Revision	Fund Source BRR	Project Phase CONSTRUCTION	FFY N 09	Total Cost \$2,835	Federal Cost \$2,268	Seg 1-77461-0000	yment	Aw	arded
Financial Data After Revision	HRA	CONSTRUCTION	N 09	\$2,835		1-77461-0000			
03-07-0003 IDOT District 1 Division IL 58 GOLF RD AT POPLAR CREEK	•		ANGE PROJECT EST OF IL 59 (SUT	\$0 TON RD)	\$0	\$0	0.00%	No	No
Project Work Types After Revision:	BRIDGE	STRUCTURE - RE	PLACE						
Financial Data Before Revision	Fund Source ILL	Project Phase CONSTRUCTION	FFY N 10	Total Cost \$1,050	Federal Cost \$0	Seg 1774320000	gment	Awarded	
Financial Data After Revision	ILL	CONSTRUCTION	N 10	\$1,445	\$0	1-77432-0000			
10-06-0024 IDOT District 1 Division IL 59 ILL 59 FROM IL 22 (LAKE) TO I	•	•	ANGE PROJECT	\$1,000	\$1,460	\$460	46.00%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESUR	FACE (WITH NO	ANE WIDENING)				
Financial Data Before Revision	Fund Source HRA	Project Phase CONSTRUCTION	FFY N 09	Total Cost \$1,000	Federal Cost	Seg 1-77029-0005	jment	Aw	arded
Financial Data After Revision	HRA	CONSTRUCTION		\$1,460	, ,	1-77029-0005			
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Project: 10-09-0110 IDOT District 1 Division IL 176 60 LIBERTY ST FROM 1)ILL	•	•	PROJECT	Pre-Revision dederal Funds (000) \$1,200 (LAKE/Mundelein	Post-Revision Federal Funds (000) \$1,540) TO 2)ILL 60/83; IL	Change in Federal Funds (000) \$340 L 176 TO MIDLOT	Percent Change 28.33% THIAN RD (LA	Cost Threshold No AKE/Mundeleir	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE	(WITH NO L	` ANE WIDENING)	, ,		•		•
Financial Data Before Revision	Fund Source HRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$1,200	Federal Cost \$1,200	Seg 1-77755-0000	ment	Awa	arded
Financial Data After Revision	HRA	CONSTRUCTION	09	\$1,540	\$1,540	1-77755-0000			
10-09-0112 IDOT District 1 Division	•	•	PROJECT 1 (LAKE/Mur	\$1,450 ndelein)	\$1,335	(\$115)	-7.93%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE	(WITH NO L	ANE WIDENING)					
Financial Data Before Revision	Fund Source HRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$1,450	Federal Cost \$1,450	Seg 1769890000	ment	Awa	arded
Financial Data After Revision	HRA	CONSTRUCTION	09	\$1,335	\$1,335	1-76989-0000			
03-09-0049 IDOT District 1 Division	•	-,-	PROJECT	\$1,500 Hills) TO HART RI	\$1,150 (COOK/Barringtor	(\$350) n Hills)	-23.33%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE	(WITH NO L	ANE WIDENING)					
Financial Data Before Revision	Fund Source HRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$1,500	Federal Cost \$1,500	Seg 1-78193-0000	ment	Awa	arded
Financial Data After Revision	HRA	CONSTRUCTION	09	\$1,150	\$1,150	1-78193-0000			
12-08-0012 IDOT District 1 Division US 6 CHANNAHON RD/ RAILROAD	•		PROJECT 52 MCDON	\$2,500 OUGH ST (WILL)	\$2,110	(\$390)	-15.60%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE	(WITH NO L	ANE WIDENING)					
Financial Data Before Revision	Fund Source HRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$2,500	Federal Cost \$2,500	Seg 1-77031-0015	ment	Awa	arded
Financial Data After Revision	HRA	CONSTRUCTION	09	\$2,110	\$2,110	1-77031-0015			
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This public notice of the revisions being made to CMAP's Transportation Improvement Program satisfies the Program of Projects requirements of Title 49, U.S. Code Section 5307 (c) (t) through (7)

Project: 12-07-0001 IDOT District 1 Division IL 7 159TH ST / 9TH ST FROM IL 53 (WILL)	•	•	Fe PROJECT	re-Revision ederal Funds (000) \$1,535 LINE (WILL) TO I	Post-Revision Federal Funds (000) \$1,535 LL 53 (INDEPENDE	*-	ge Threshold Phase
Project Work Types After Revision:		ANEOUS - EXEMPT PRO Y/ROAD - RESURFACE (NE WIDENING)			
Financial Data Before Revision	Fund Source HRA HRA	Project Phase CONSTRUCTION CONSTRUCTION	FFY 09 09	Total Cost \$35 \$1,500	\$1,500	Segment 1-77031-0102 (DRAINAG 1-77031-0002	Awarded E)
Financial Data After Revision	HRA NHS	CONSTRUCTION CONSTRUCTION	09 09	\$1,500 \$35	* ,	1-77031-0002 1-77031-0102 (DRAINAG	E)
12-06-0059 IDOT District 1 Division IL 50 GOVERNORS HWY FROM 1) I	•	•		\$800 RD (.4 MI S) TC	\$600 KANKAKEE COUN	(\$200) -25.0 NTY LINE (WILL)	0% No No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE (WITH NO LA	NE WIDENING)			
Financial Data Before Revision Financial Data After Revision	Fund Source HRA HRA	Project Phase CONSTRUCTION CONSTRUCTION	FFY 09 09	Total Cost \$800 \$600	,	Segment 1-77031-0005 1-77031-0005	Awarded
08-09-0066 IDOT District 1 Division US 34 OGDEN AVE FROM BEAUMO	•	•		\$2,150 DUPAGE/Napen	\$1,526 ville)	(\$624) -29.0	2% No No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE (WITH NO LA	NE WIDENING)			
Financial Data Before Revision	Fund Source HRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$2,150	Federal Cost \$2,150	Segment 1-77544-0000	Awarded
Financial Data After Revision	HRA	CONSTRUCTION	09	\$1,526	\$1,526	1-77544-0000	

Project: 10-04-0006 IDOT District 1 Division IL 83 ILL 83 FROM IL 60 83 (LAKE) T	•	-,-		Pre-Revision Federal Funds (000) \$320	Post-Revision Federal Funds (000) \$240	Change in Federal Funds (000) (\$80)	Percent Change -25.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE	(WITH NO	_ANE WIDENING)					
Financial Data Before Revision	Fund Source NHS	Project Phase CONSTRUCTION	FFY 10	Total Cost \$400	Federal Cost \$320	Seg	ment	Aw	arded
Financial Data After Revision	NHS	CONSTRUCTION	10	\$300	\$240	1-77144-0000			
07-08-0039 IDOT District 1 Division KEDZIE AVE AT CAL-SAG CHANNE	•	ays CHANGE	PROJECT	\$1,555	\$1,455	(\$100)	-6.43%	No	No
Project Work Types After Revision:	BRIDGE	STRUCTURE - RECONS	ST/REHAB N	O CHNG IN #, WD	TH, OR LANE				
Financial Data Before Revision	Fund Source HRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$1,555	Federal Cost \$1,555	Seg 1-77804-0000	ment	Aw	arded
Financial Data After Revision	HRA	CONSTRUCTION	09	\$1,455	\$1,455	1-77804-0000			
09-98-0030 IDOT District 1 Division	•	•	PROJECT	\$1,220	\$1,300	\$80	6.56%	No	No
Project Work Types After Revision:	BRIDGE	STRUCTURE - RECONS	ST/REHAB N	O CHNG IN #, WD	TH, OR LANE				
Financial Data Before Revision	Fund Source BRR	Project Phase CONSTRUCTION	FFY 09	Total Cost \$1,525	Federal Cost \$1,220	Seg 1-71491-0200	ment	Aw	arded
Financial Data After Revision	HRA	CONSTRUCTION	09	\$1,300	\$1,300	1-71491-0200			

		Pre-Revision Federal Funds	Post-Revision Federal Funds	Change in Federal	Percent	Cost	Add/ Delete
Project:	Action	(000)	(000)	Funds (000)	Change	Threshold	Phase
09-08-0012 IDOT District 1 Local Roads JERICHO ROAD AT BLACKBERRY CREEK (KANE)	CHANGE PROJECT	\$2,572	\$2,679	\$107	4.16%	No	No

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Revision	Fund Source	5 5		-			_			
	Source	Project Phase	FFY	Total Cost	Federal Cost		Segm	ent	Award	ded
	BRR	ENGINEERING	10	\$235	\$188					
	BRR	CONSTRUCTION	10	\$2,350	\$1,880					
	BRR	ROW ACQUISITION	10	\$210	\$168					
	BRR	ENGINEERING-II	10	\$210	\$168					
	BRR	ENGINEERING-I	09	\$210	\$168					
Financial Data After Revision	BRR	ENGINEERING-I	09	\$210	\$168					
	BRR	ROW ACQUISITION	10	\$250	\$200					
	BRR	ENGINEERING-II	10	\$200	\$160					
	BRR	ENGINEERING	11	\$247	\$198	E3				
	BRR	CONSTRUCTION	11	\$2,470	\$1,953					
10-09-0045 IDOT District 1 Local	Roads	CHANGE P	ROJECT	\$1,560	\$1,560		\$0	0.00%	No	No
Institute Count of the IAI Depart	- Chiana Di	(I AICE) Ct. No. 040 C41	-0							

Juniper Court over W Fork N Branch Chicago River (LAKE) Str. No. 049-6153

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	BRR	ENGINEERING	12	\$130	\$104	cogmon	711141404
	BRR	CONSTRUCTION	12	\$1,625	\$1,300		
	BRR	ENGINEERING-II	11	\$104	\$83		
	BRR	ENGINEERING-I	10	\$91	\$73		
Financial Data After Revision	BRR	ENGINEERING-I	09	\$91	\$73		
	BRR	ENGINEERING-II	11	\$104	\$83		
	BRR	ENGINEERING	12	\$130	\$104		
	BRR	CONSTRUCTION	12	\$1,625	\$1,300		

Project: 10-09-0044 IDOT District 1 Local R Central Avenue over W Fork N Branch		Action CHANGE P River (LAKE) Str No. 049-6	PROJECT	Pre-Revision Federal Funds (000) \$1,560	Post-Revision Federal Funds (000) \$1,560	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	BRIDGE	STRUCTURE - RECONST	T/REHAB N	NO CHNG IN #, WD	TH, OR LANE				
Financial Data Before Revision Financial Data After Revision	Fund Source BRR BRR BRR BRR BRR BRR BRR	Project Phase ENGINEERING CONSTRUCTION ENGINEERING-II ENGINEERING-I ENGINEERING-II ENGINEERING-II ENGINEERING-II ENGINEERING-II ENGINEERING	12 12 11 10 09 11 12	7 Total Cost \$130 \$1,625 \$104 \$91 \$91 \$104 \$130 \$1,625	Federal Cost \$104 \$1,300 \$83 \$73 \$73 \$83 \$104 \$1,300	Segi	ment	Aw	arded
08-00-0071 IDOT District 1 Local R	loads	CHANGE P	PROJECT	\$2,144	\$2,885	\$741	34.56%	No	No
JEFFERSON AVE OVER W BRANCH	H DUPAGE	RIVER (DUPAGE)							
Project Work Types After Revision:	BRIDGE/	STRUCTURE - RECONST	T/REHAB (CHNG IN LANE USE	E/WIDTHS				
Financial Data Before Revision Financial Data After Revision	Fund Source BRR BRR	Project Phase CONSTRUCTION CONSTRUCTION	FF) 09 09	7 Total Cost \$2,680 \$4,117	Federal Cost \$2,144 \$2,885	Segi	ment	Aw	rarded
		These L	_ine Item	s are Illustrative	e Only They A	are NOT Part of	f the TIP		
	ОТН	ROW ACQUISITION	09	\$85	\$0				

Project: 04-06-0031 IDOT District 1 Local R Roosevelt Road FROM Mannheim Ro SN 06-00071-00-SW		Action CHANGE TO Bristol Avenue (COO	I PROJECT	Pre-Revision Federal Funds (000) \$288	Post-Revision Federal Funds (000) \$288	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	SAFETY	Y/ROAD - DIRECTIONAL - LIGHTING RIAN FACILITY	/INFORMA	FIONAL SIGNS					
Financial Data Before Revision	Fund Source STP-E	Project Phase CONSTRUCTION	FFY 09	Total Cost \$360	Federal Cost \$288	Seg Includes E3	ment	Aw	arded
Financial Data After Revision	EnRA	CONSTRUCTION	09	\$360	\$288	Includes E3			
08-03-0013 IDOT ITS Program Offic CH 11 ARMY TRAIL RD FROM CH 5 COORDINAT Project Work Types After Revision:	Glen Ellyn	CHANGE Rd (DUPAGE/Glendale H		\$248 L 53 Rohlwing Roa	\$248 ad (DUPAGE/Addisc	\$0 on) ARMY TRAIL F	0.00% ROAD TRAFF	No FIC SIGNAL	No
Financial Data Before Revision	Fund Source	Project Phase IMPLEMENTATION	FFY 09	Total Cost \$496	Federal Cost \$248	Seg EARMARK 02	ment	Aw	arded
Financial Data After Revision	ITS	IMPLEMENTATION	10	\$496	\$248	EARMARK 02			
03-06-0031 IDOT Office of Planning Hawthorne School Bridge Replacement		•	PROJECT er Wheeling	\$409 Drainage Ditch	\$409	\$0	0.00%	No	No
Project Work Types After Revision:	PEDEST	RIAN FACILITY							
Financial Data Before Revision	Fund Source LRA STP-E	Project Phase CONSTRUCTION IMPLEMENTATION	FFY 09 09	Total Cost \$350 \$73	Federal Cost \$350 \$59	Seg	ment d Construction		arded
Financial Data After Revision	EnRA LRA	IMPLEMENTATION CONSTRUCTION	09 09	\$73 \$350	\$59 \$350	Engineering I and	d Constructio	n	

	03-06-0028 IDOT Office of Planning & Programming MISCELLANEOUS LOCATIONS - DES PLAINES AT (COOK		Action CHANGE F		Pre-Revision Federal Funds (000) \$471	Post-Revision Federal Funds (000) \$800	Chan Fede Funds	eral	Percent Change 69.85%	Cost Threshold No	Add/ Delete Phase
Project Work Types After Revision:											
Financial Data Before Revision	Fund Source STP-E	Project Pha		FFY 09	Total Cost \$589	Federal Cost \$471	102191	Segi	ment	Aw	arded
Financial Data After Revision	EnRA	IMPLEMEN	TATION	09	\$1,000	\$800	102191				
			These L	_ine Item	s are Illustrativ	e Only They A	Are NOT	Part of	f the TIP		
	TBD	IMPLEMEN [*]	TATION	MYB	\$294	\$0	UNFUND	DED ITER	P REQUEST		
09-07-0022 Kane County Division o CH 7 DAMISCH RD AT TYLER CREE	•	rtatin	CHANGE F	PROJECT	\$1,465	\$1,016		(\$449)	-30.65%	No	No
Project Work Types After Revision:	BRIDGE/	STRUCTURE	- REPLACE								
Financial Data Before Revision	Fund Source BRR BRR BRR BRR	Project Pha ENGINEER ROW ACQU ENGINEER ENGINEERI CONSTRUC	ING JISITION ING-II ING-I	FFY 10 09 09 09	Total Cost \$131 \$100 \$125 \$75 \$1,400	Federal Cost \$105 \$80 \$100 \$60 \$1,120	E3	Segi	ment	Aw	arded
Financial Data After Revision	BRR BRR BRR	ROW ACQUENGINEERIENGINEERIENGINEERI	ING-II ING-I	09 09 09 10	\$100 \$60 \$120 \$90	\$80 \$48 \$96 \$72	E3				

BRR

CONSTRUCTION

10

\$900

\$720

Project: 09-08-0031 Kane County Division of CH 8 FABYAN PARKWAY AT VAN N	-	-	E PROJECT	Pre-Revision Federal Funds (000) \$765	Post-Revision Federal Funds (000) \$765	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWAY	//ROAD - INTERSECTI	ON IMPROV	'EMENT					
Financial Data Before Revision	GEN-OP GEN-OP	Project Phase ENGINEERING ENGINEERING-II ROW ACQUISITION	FF) 10 09 09	\$100 \$110 \$50	Federal Cost \$0 \$0 \$0	Seg	ment	Aw	arded
Financial Data After Revision	GEN-OP	CONSTRUCTION ENGINEERING-II ROW ACQUISITION ENGINEERING CONSTRUCTION	10 09 09 10 10	\$850 \$110 \$50 \$30 \$1,300	\$765 \$0 \$0 \$0 \$0 \$765	E3			
09-08-0032 Kane County Division of CH 34 RANDALL RD AT CH 21 BIG T	•		PROJECT	\$716	\$725	\$9	1.26%	No	No
Project Work Types After Revision:	HIGHWA	//ROAD - INTERSECTI	ON IMPROV	'EMENT					
Financial Data Before Revision	GEN-OP GEN-OP	Project Phase ENGINEERING ENGINEERING-II ROW ACQUISITION ENGINEERING-I CONSTRUCTION	FF) 11 10 10 09 11	7 Total Cost \$130 \$120 \$100 \$95 \$806	Federal Cost \$0 \$0 \$0 \$0 \$0 \$716	Seg E3	ment	Aw	arded
Financial Data After Revision	GEN-OP GEN-OP	ENGINEERING-I ENGINEERING-II ROW ACQUISITION ENGINEERING CONSTRUCTION	09 10 10 11	\$96 \$120 \$100 \$160 \$1,600	\$0 \$0 \$0 \$0 \$725	E3			

Project: 09-08-0035 Kane County Division of CH 11 PEPLOW ROAD AT VIRGIL D	•		on NGE PROJECT	Pre-Revision Federal Funds (000) \$317	Post-Revision Federal Funds (000) \$317	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	BRIDGE/	STRUCTURE - REP	PLACE						
Financial Data Before Revision	Fund Source BRR BRR BRR	Project Phase ROW ACQUISITION ENGINEERING-II ENGINEERING-I	FF [*] DN 12 12 11	Y Total Cost \$57 \$174 \$165	Federal Cost \$46 \$139 \$132	Seg	ment	Aw	arded
Financial Data After Revision	BRR BRR BRR	ENGINEERING-I ROW ACQUISITIO ENGINEERING-II	11 DN 12 12	\$165 \$58 \$174	\$132 \$46 \$139				
		Th	ese Line Item	ns are Illustrativ	e Only They A	re NOT Part o	f the TIP		
	BRR	CONSTRUCTION	MYB	\$1,520	\$1,216				
	BRR	ENGINEERING	MYB	\$152	\$122	E3			
09-08-0038 Kane County Division of CH 46 WALKER ROAD AT BURLING	•		NGE PROJECT	\$1,256	\$1,304	\$48	3.82%	No	No
Project Work Types After Revision:	BRIDGE/	STRUCTURE - REP	PLACE						
Financial Data Before Revision	Fund Source	Project Phase	FF	Y Total Cost	Federal Cost	Seg	ment	Aw	arded
	BRR	ENGINEERING	12	\$110	\$88	E3			
	BRR	CONSTRUCTION		\$1,100	\$880				
	BRR BRR	ROW ACQUISITION ENGINEERING-II	DN 10 10	\$52 \$158	\$42 \$126				
	BRR	ENGINEERING-II	09	\$150 \$150	\$120 \$120				
Financial Data After Devicion				·	,				
Financial Data After Revision	BRR BRR	ENGINEERING-I ROW ACQUISITION	09 DN 10	\$150 \$53	\$120 \$42				
	BRR	ENGINEERING-II	10 10	\$158	\$126				
	BRR	ENGINEERING	12	\$115	\$92	E3			
	BRR	CONSTRUCTION		\$1,155	\$924	-			

Project: 09-08-0036 Kane County Division of the CH 11 FRENCH ROAD AT BURLING	-		Action CHANGE PF	i	Pre-Revision Federal Funds (000) \$1,440	Post-Revision Federal Funds (000) \$1,441	Fed	nge in Ieral s (000) \$1	Percent Change 0.07%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	BRIDGE/	STRUCTURE	- REPLACE								
Financial Data Before Revision Financial Data After Revision	Fund Source BRR BRR BRR BRR BRR BRR BRR BRR BRR B	Project Phase Engineering Constructions	NG TION SITION NG-II NG-I SITION NG-I SITION NG-I	FFY 11 11 10 10 09 09 10 10 11	\$131 \$1,310 \$52 \$157 \$150 \$150 \$53 \$158 \$131 \$1,310	\$104 \$1,048 \$42 \$126 \$120 \$120 \$42 \$126 \$105 \$1,048		Seg	ment	Aw	arded
09-08-0046 Kane County Division of CH 62 DAUBERMAN ROAD AT WELD			CHANGE PF	ROJECT	\$1,172	\$1,165		(\$7)	-0.60%	No	No
Project Work Types After Revision:	BRIDGE/	STRUCTURE	- RECONST/	REHAB N	O CHNG IN #, WI	OTH, OR LANE					
Financial Data Before Revision	Fund Source BRR BRR BRR BRR	Project Phas ENGINEERII ENGINEERII ENGINEERII ROW ACQUI	NG NG-I NG-II SITION	FFY 12 09 10 10	Total Cost \$110 \$100 \$105 \$50 \$1,100	Federal Cost \$88 \$80 \$84 \$40 \$880	E3	Seg	ment	Aw	arded
Financial Data After Revision	BRR BRR BRR BRR BRR	ENGINEERII ENGINEERII ROW ACQUI ENGINEERII CONSTRUC	NG-II SITION NG	09 10 10 12 12	\$100 \$96 \$50 \$110 \$1,100	\$80 \$77 \$40 \$88 \$880	E3				

Project: 09-08-0047 Kane County Division of	•			Pre-Revision dederal Funds (000) \$1,544	Post-Revision Federal Funds (000) \$1,656	Change in Federal Funds (000) \$112	Percent Change 7.25%	Cost Threshold No	Add/ Delete Phase
CH 78 BLISS ROAD AT BLACKBERF									
Project Work Types After Revision:	BRIDGE/	STRUCTURE - RECONS	T/REHAB NO	O CHNG IN #, WE	TH, OR LANE				
Financial Data Before Revision	Fund Source BRR	Project Phase ENGINEERING	FFY 12	Total Cost \$138	Federal Cost \$110	•	ment	Aw	arded
	BRR	ENGINEERING-II	10	\$158	\$126				
	BRR	CONSTRUCTION	12	\$1,380	\$1,104				
	BRR	ROW ACQUISITION	10	\$105	\$84				
	BRR	ENGINEERING-I	09	\$150	\$120				
Financial Data After Revision	BRR	ENGINEERING-I	09	\$175	\$140				
	BRR	ROW ACQUISITION	10	\$105	\$84				
	BRR	ENGINEERING-II	11	\$195	\$156				
	BRR	ENGINEERING	12	\$145	\$116	E3			
	BRR	CONSTRUCTION	12	\$1,450	\$1,160				
11-03-0001 McHenry County Count CRYSTAL LAKE AVE AT PINGREE F	-		PROJECT NUNDA & A	\$1,586 LGONQUIN TWP	\$2,086	\$500	31.53%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - INTERSECTIO	N IMPROVE	MENT					
Financial Data Before Revision	Fund Source SEC117 STP-L	Project Phase CONSTRUCTION CONSTRUCTION	FFY 09 09	Total Cost \$586 \$1,750	Federal Cost \$586 \$1,000	Seg Includes E3	ment	Aw	arded
Financial Data After Revision	SEC117	CONSTRUCTION	09	\$586	\$586	Includes E3			
i ilianciai Data Altei Nevision	STP-L	CONSTRUCTION	09	\$2,158	\$1,500	ilicidues E3			
11-09-0023 McHenry County Count FAU 4086 Ridge Road FROM IL 120	•		PROJECT 8860 Bull Vall	\$262 ey Road (MCHEN	\$262 RY) Project limits ar	\$0 re from IL Route 12	0.00% 20 to McHenr	No y City Lim	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE	(WITH NO L	ANE WIDENING)					
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$262	Federal Cost \$262	Seg	ment	Aw	arded
Financial Data After Revision	LRA	CONSTRUCTION	10	\$262	\$262				

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Exempt Projects with Modifications

Project: 11-09-0022 McHenry County Cour FAU 166 Ringwood Road FROM FAU	•		Fe PROJECT	Pre-Revision ederal Funds (000) \$262 8 Johnsburg Roa	Post-Revision Federal Funds (000) \$262 d (MCHENRY)	Change in Federal Funds (000)	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE	(WITH NO LA	ANE WIDENING)					
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$271	Federal Cost \$262	Seg	ment	Aw	<i>r</i> arded
Financial Data After Revision	LRA	CONSTRUCTION	10	\$271	\$262				
11-09-0021 McHenry County Cour FAU 166 Ringwood Road FROM FAU Project Work Types After Revision:	J 168 Johns				,	\$0 ctual resurfacing I	0.00% imits from M	No cCullom Lake	No Road
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$262	Federal Cost \$262	Seg	ment	Aw	/arded
Financial Data After Revision	LRA	CONSTRUCTION	10	\$262	\$262				
11-09-0020 McHenry County Cour FAU 166 East Wonder Lake Road FF	ROM FAU 4	083 Barnard Mill Road (Mo	CHENRY) TO		`	\$0 HENRY)	0.00%	No	No
Project Work Types After Revision:		Y/ROAD - RESURFACE	(WITH NO LA	ANE WIDENING)					
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$263	Federal Cost \$262	Seg	ment	Aw	/arded
Financial Data After Revision	LRA	CONSTRUCTION	10	\$263	\$262				
11-09-0012 McHenry County Cour Oak St FROM Crystal Lake Rd (MCH	•			\$262	\$262	\$0	0.00%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE	(WITH NO LA	ANE WIDENING)					
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$304	Federal Cost \$262	Seg	ment	Aw	/arded
Financial Data After Revision	LRA	CONSTRUCTION	10	\$304	\$262				
Chicago Metropolitan Agency for Plan	nning	P	Page 23 of 40				Exempt F	Projects with M	lodifications

July 24, 2009

Project: 11-06-0012 McHenry County Coun PINGREE RD FROM UP RR TRACK	•	-	PROJECT	Pre-Revision Federal Funds (000) \$1,000	Post-Revision Federal Funds (000) \$1,000	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWAY	- MODERNIZATION //ROAD - INTERSECTIO //ROAD - CONTINUOUS			ES				
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 09	Total Cost \$2,177	Federal Cost \$1,000	Seg	ment	Aw	arded
Financial Data After Revision	STP-L	CONSTRUCTION	10	\$2,177	\$1,000				
09-08-0052 Kane/Kendall Council of FAU 2306A/B PRAIRIE STREET FRO	OM IL 47 (W	EST OF) US 30 (KANE/			,	\$0 NE/Sugar Grove)	0.00%	No	No
Project Work Types After Revision:		//ROAD - RESURFACE	(WITH NO I	.ANE WIDENING)					
Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Seg	ment	Aw	arded
	GEN-OP	ENGINEERING-II	09	\$92	\$0	•			
	LRA	CONSTRUCTION	09	\$536	\$536				
	STP-L	CONSTRUCTION	09	\$529	\$372				
Financial Data After Revision		ENGINEERING-II	09	\$92	\$0				
	LRA	CONSTRUCTION	09	\$536	\$536	E3 INCLUDED			
	STP-L	CONSTRUCTION	09	\$529	\$372	E3 INCLUDED			
09-08-0048 Kane/Kendall Council of	of Mayors	CHANGE	PROJECT	\$313	\$314	\$1	0.32%	No	No
FAU 3534 DEAN STREET FROM RR	(FORMER	CHGO GREAT WESTE	RN) (KANE/S	st. Charles) TO IL 6	64 (KANE/St. Charle	es)			
Project Work Types After Revision:	HIGHWAY	//ROAD - RESURFACE	(WITH NO I	ANE WIDENING)					
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$313	Federal Cost \$313	Seg	ment	Aw	arded
Financial Data After Revision	LRA	CONSTRUCTION	09	\$314	\$314	E3 INCLUDED			

Project: 09-08-0050 Kane/Kendall Council of FOX ROAD FROM POPLAR DR (KEN	•		E PROJECT E STREET (K	Pre-Revision Federal Funds (000) \$427 ENDALL/Yorkville)	Post-Revision Federal Funds (000) \$428	Change in Federal Funds (000) \$1	Percent Change 0.23%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA'	Y/ROAD - RESURFACE	E (WITH NO	LANE WIDENING))				
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FF 09	Y Total Cost \$570	Federal Cost \$427	Seg	ment	Aw	arded
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$570	\$428	E3 INCLUDED			
09-08-0051 Kane/Kendall Council of FAU 1395 KANEVILLE ROAD FROM	•		E PROJECT eneva) TO IL		\$1,065 T (KANE/Geneva)	\$1	0.09%	No	No
Project Work Types After Revision:	HIGHWA'	Y/ROAD - RESURFACE	E (WITH NO	LANE WIDENING))				
Financial Data Before Revision	Fund Source	Project Phase	FF		Federal Cost	Seg	ment	Aw	arded
	GEN-OP LRA	ENGINEERING-II CONSTRUCTION	09 09	\$92 \$1,064	\$0 \$1,064				
Financial Data After Revision		ENGINEERING-II	09	\$92	\$0				
I mancial Data Arter Nevision	LRA	CONSTRUCTION	09	\$1,065		E3 INCLUDED			
09-08-0053 Kane/Kendall Council of IL 58 SUMMIT STREET FROM FAU 2	-		E PROJECT gin) TO 200'	\$933 E. of HIAWATHA D	\$934 R (KANE/Elgin)	\$1	0.11%	No	No
Project Work Types After Revision:	HIGHWA'	Y/ROAD - RESURFACE	E (WITH NO	LANE WIDENING))				
Financial Data Before Revision	Fund Source GEN-OP	Project Phase	FF `	Y Total Cost \$81	Federal Cost	Seg	ment	Aw	arded
	LRA	CONSTRUCTION	09	\$933	\$933				
Financial Data After Revision	GEN-OP	ENGINEERING-II	09	\$81	\$0				
	LRA	CONSTRUCTION	09	\$934	\$934				

Project: 09-07-0005 Kane/Kendall Council of FAU 0098 STATE STREET FROM KE	•	Action CHANGE F JUE (N OF) (KANE/Hamp	PROJECT	Pre-Revision Federal Funds (000) \$660 _ 72 (KANE/Hamps	Post-Revision Federal Funds (000) \$660 shire)	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE (WITH NO	LANE WIDENING)					
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 09	' Total Cost \$666	Federal Cost \$660	Seg	ment	Aw	arded
Financial Data After Revision	LRA	CONSTRUCTION	09	\$660	\$660	E3 INCLUDED			
09-95-0014 Kane/Kendall Council of FAU 4006 MAPLE AVE FROM FAU 4	•	CHANGE F GER AVE (KANE/Carpent		\$4,338 D FAU 4005 WASH	\$4,339 IINGTON ST (KANE	\$1 /Carpentersville)	0.02%	No	No
Project Work Types After Revision:		RIAN FACILITY Y/ROAD - RESURFACE (WITH NO	LANE WIDENING)					
Financial Data Before Revision	Fund Source STP-L STP-L STP-L	Project Phase ENGINEERING-II ROW ACQUISITION CONSTRUCTION	FFY 09 09 11	Total Cost \$310 \$140 \$5,640	Federal Cost \$155 \$70 \$4,113	Seg	ment	Aw	arded
Financial Data After Revision	STP-L STP-L STP-L	ENGINEERING-II ROW ACQUISITION CONSTRUCTION	09 09 11	\$310 \$140 \$5,640	\$155 \$70 \$4,114	E3 INCLUDED			
09-08-0049 Kane/Kendall Council of FAU 2508 DOUGLAS ROAD FROM F	-	CHANGE F ONTGOMERY ROAD (KA		\$800 omery) TO US 30 (\$801 KENDALL/Montgom	\$1 ery)	0.13%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE (WITH NO	LANE WIDENING)					
Financial Data Before Revision	Fund Source GEN-OP LRA	Project Phase ENGINEERING-II CONSTRUCTION	FFY 09 09	' Total Cost \$73 \$841	Federal Cost \$0 \$800	Seg	ment	Aw	arded
Financial Data After Revision	GEN-OP LRA	ENGINEERING-II CONSTRUCTION	09 09	\$73 \$842	\$0 \$801	E3 INCLUDED			

		Pre-Revision	Post-Revision	Change in			Add/
		Federal Funds	Federal Funds	Federal	Percent	Cost	Delete
Project:	Action	(000)	(000)	Funds (000)		Threshold	Phase
18-98-0251 Metra	CHANGE PROJECT	\$119,200	\$119,225	\$25	0.02%	No	No

METRA - Bridges on North line of UPR FROM Fullerton Ave (COOK) TO Balmoral Ave (COOK)

Project Work Types After Revision: BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Revision	Fund Source	D : 48	FE) (T. 1. 10. 1	5 1 10 1	•	
	Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	5309B	IMPLEMENTATION	09	\$14,000	\$11,200	2112	
	5309B	IMPLEMENTATION	12	\$25,000	\$20,000		
	5309B	IMPLEMENTATION	11	\$30,000	\$24,000	2112	
	5309B	IMPLEMENTATION	10	\$30,000	\$24,000	2112	
	TRA	IMPLEMENTATION	09	\$700	\$700	2112 - ARRA	
	TRA530	9 IMPLEMENTATION	09	\$39,300	\$39,300	2112 - ARRA	
Financial Data After Revision	5307	IMPLEMENTATION	09	\$6,000	\$4,800	2112	
	5309B	IMPLEMENTATION	09	\$8,000	\$6,400	2112	
	TRA	IMPLEMENTATION	09	\$700	\$700	2112 - ARRA	
	TRA530	9 IMPLEMENTATION	09	\$39,325	\$39,325	2112 - ARRA	
	5309B	IMPLEMENTATION	10	\$30,000	\$24,000	2112	
	5309B	IMPLEMENTATION	11	\$30,000	\$24,000	2112	
	5309B	IMPLEMENTATION	12	\$25,000	\$20,000		

Project: 18-08-2500 Metra Metra - RAIL BRIDGES REGIONWIDE	Ē	Action CHANGE P	ļ	Pre-Revision Federal Funds (000) \$61,108	Post-Revision Federal Funds (000) \$61,108	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	RAIL LINE	- MAINTAIN, REHABILIT	ATE, REP	LACE					
Financial Data Before Revision	5307 5307 5307 5307 5309B 5309B ILLT	Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	FFY 11 10 09 12 09	\$1,300 \$25,958 \$5,100 \$28,077 \$14,700 \$48,200	\$1,040 \$20,766 \$4,080 \$22,462 \$11,760 \$0	2112	ment	Aw	arded
	ILLT TRA5309	IMPLEMENTATION IMPLEMENTATION	10 09	\$39,800 \$1,000	\$0 \$1,000	2112 3626, 3922 - ARI	RA		
Financial Data After Revision	5307 5309B TRA5309 5307 ILLT 5307 ILLT 5309B	IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	09 09 09 10 10 11 11	\$13,800 \$6,000 \$1,000 \$25,958 \$39,800 \$1,300 \$48,200 \$28,077	\$11,040 \$4,800 \$1,000 \$20,766 \$0 \$1,040 \$0 \$22,462	4237, 4337 3626, 3922 - ARI 2112 2112	RA		
	These Line Items are Illustrative Only They Are NOT Part of the TIP								
	ILLT	IMPLEMENTATION	MYB	\$47,200	\$0	2112			
18-08-2700 Metra Metra - STRUCTURAL IMPROVEMEN	ITS REGIO	CHANGE P NWIDE	ROJECT	\$3,520	\$1,920	(\$1,600)	-45.45%	No	No
Project Work Types After Revision:	RAIL LINE	- MAINTAIN, REHABILIT	ATE, REP	LACE					
Financial Data After Revision	Fund Source 5307 5309B 5309B	Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	FFY 09 09	Total Cost \$2,000 \$2,400 \$2,400	Federal Cost \$1,600 \$1,920 \$1,920	Seg 4249, 4242	ment	Aw	arded
i ilialiciai Data Altei NevisiVII	22020	IVII LLIVILINIATION	Uð	Ψ2,400	ψ1,920				

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Exempt Projects with Modifications

Project: 18-09-7410 Metra Project Support Activities		Action CHANGE P	ROJECT	Pre-Revision Federal Funds (000) \$4,459	Post-Revision Federal Funds (000) \$4,459	Change in Federal Funds (000 \$0	Change	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	MISCELI	LANEOUS - EXEMPT PRO	JECTS						
Financial Data Before Revision Financial Data After Revision	Fund Source 5307 5307 5309B 5307 5307 5307 5307 5307 5307	Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION CONSTRUCTION IMPLEMENTATION CONSTRUCTION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	FF 12 11 10 09 09 09 10 11 12 ine Iten	\$819 \$787 \$757 \$3,210 \$2,000 \$1,210 \$757 \$787 \$819	\$655 e Only They A	P-741 P-741 4341 4341 4341 P-741 P-741	gment of the TIP	Aw	rarded
18-08-2701 Metra		CHANGE P		·	\$4,880	\$0	0.00%	No	No
RETAINING WALLS REGIONWIDE		CHANGE P	ROJECT	\$4,00U	\$4,00U	\$0	0.00%	NO	INO
Project Work Types After Revision:	RAIL LIN	IE - MAINTAIN, REHABILIT	ATE, RE	PLACE					
Financial Data Before Revision Financial Data After Revision	Fund Source 5307 5309B 5307	Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	FF 09 09 09	Y Total Cost \$2,000 \$4,100 \$3,300	Federal Cost \$1,600 \$3,280 \$2,640		gment	Aw	arded
Filialicial Data Alter Revision	5309B	IMPLEMENTATION	09	\$2,800	\$2,240	4136, 4137, 424	11		

Project: 18-98-0315 Metra METRA - AD-315 LAKE STREET INT	ERLOCKEI	Action CHANGE I R AT LAKE ST INTERLOO	PROJECT	Pre-Revision Federal Funds (000) \$12,800 0.1 (COOK) LAKE S	Post-Revision Federal Funds (000) \$12,400 T INTERLOCKER	Change in Federal Funds (000) (\$400)	Percent Change -3.13%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	CPS - SIG	GNALS							
Financial Data Before Revision Financial Data After Revision	Fund Source 5309B 5309B 5309B 5309B 5309B 5309B 5309B 5309B 5309B	Project Phase IMPLEMENTATION	FFY 11 10 12 09 09 10 11 12	7 Total Cost \$6,000 \$2,000 \$6,000 \$1,500 \$2,000 \$6,000 \$6,000	Federal Cost \$4,800 \$1,600 \$4,800 \$1,600 \$1,200 \$1,600 \$4,800 \$4,800	-	ment	Aw	arded
18-08-4500 Metra ROW MAINTENANCE EQUIPMENT I	REGIONWI	CHANGE PROJECT		\$4,600	\$5,400	\$800	17.39%	No	No
Project Work Types After Revision:	FACILITY	' - SHOP FACILITIES/EQ	UIPMENT						
Financial Data Before Revision	Fund Source 5307 5309B SB	Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	FF) 09 09 09	7 Total Cost \$5,750 \$1,000 \$520	Federal Cost \$4,600 \$0 \$0	Seg 4308	Segment 308		arded
Financial Data After Revision	5307 5309B SB	IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	09 09 09	\$750 \$6,000 \$520	\$600 \$4,800 \$0	4263, 4366 4308, 4365			

Project: 18-08-4200 Metra YARDS, SHOPS, FACILITIES REGIO	NWIDE	Action CHANGE	E PROJECT	Pre-Revision Federal Funds (000) \$9,312	Post-Revision Federal Funds (000) \$9,312	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	FACILITY	EFACILITY - MAINTENA / - SHOP FACILITIES/E / - TOWERS AND YARI	QUIPMENT						
Financial Data Before Revision	Fund Source 5307 5309B ILLT ILLT ILLT	Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	FF 09 09 12 11	Y Total Cost \$4,550 \$7,090 \$26,310 \$37,760 \$49,860	Federal Cost \$3,640 \$5,672 \$0 \$0	Seg al-405, an-411 al-405, an-411 al-405, an-411	ment	Aw	arded
Financial Data After Revision	5307 5309B ILLT ILLT ILLT	IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	09 09 10 11 12 • Line Iten	\$5,850 \$5,790 \$49,860 \$37,760 \$26,310	\$4,680 \$4,632 \$0 \$0 \$0	al-405, an-411 al-405, an-411 al-405, an-411 Are NOT Part o	f the TIP		
18-98-0510 Metra 80TH AVENUE STATION AT 80TH A	VENUE (C		MYE PROJECT ON	\$4,181	\$0 \$4,181	al-405, an-411 \$0	0.00%	No	No
Project Work Types After Revision: Financial Data Before Revision	Fund Source 5307	Project Phase IMPLEMENTATION	FF 09	Y Total Cost \$5,000	Federal Cost \$4,000	J	ment	Aw	arded
Financial Data After Revision	5309C 5309B 5309C	IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	09 09 09	\$181 \$5,000 \$181	\$181 \$4,000 \$181	4068 4068 4068			

Project: 18-09-7890 Metra Homeland Security Activities		Action CHANGE	E PROJECT	Pre-Revision Federal Funds (000) \$9,330	Post-Revision Federal Funds (000) \$9,330	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	MISCELL	ANEOUS - EXEMPT PF	ROJECTS						
Financial Data Before Revision	Fund Source HLS	Project Phase IMPLEMENTATION	FF) 11	Y Total Cost \$9,330	Federal Cost \$9,330	Seg P-789, 4389	ment	Aw	arded
Financial Data After Revision	HLS	IMPLEMENTATION	09	\$9,330	\$9,330	P-789, 4389			
18-08-8200 Metra Provide for Support of Capital Projects	s, Oversigh		PROJECT	\$1,234	\$1,394	\$160	12.97%	No	No
Project Work Types After Revision:	MISCELL	ANEOUS - EXEMPT PF	ROJECTS						
Financial Data Before Revision	Fund Source	Drainet Dhana	FF	Y Total Cost	Federal Cost	Soc	mant	A	and a d
	5307	Project Phase IMPLEMENTATION	09	\$482	\$386	4399	ment	AW	arded
	5309B	IMPLEMENTATION	09	\$1,060	\$848	4399			
	SB	IMPLEMENTATION	09	\$589	\$0	4399			
Financial Data After Revision	5307	IMPLEMENTATION	09	\$482	\$386	4399			
	5309B	IMPLEMENTATION	09	\$1,260	\$1,008	4399			
	SB	IMPLEMENTATION	09	\$589	\$0	4399			
18-98-0318 Metra			PROJECT	\$11,260	\$11,240	(\$20)	-0.18%	No	No
METRA - AD-318 UNDERGROUND (CABLE FRO	OM (COOK) TO (KANE)							
Project Work Types After Revision:	CPS - SI	GNALS							
Financial Data Before Revision	Fund Source	Project Phase	FF	Y Total Cost	Federal Cost	Seg	ment	Aw	arded
	5307	IMPLEMENTATION	09	\$5,300	\$4,240				
	TRA	IMPLEMENTATION	09	\$3,240	\$3,240	3446 - ARRA			
	TRA530	9 IMPLEMENTATION	09	\$3,780	\$3,780	3446 - ARRA			
Financial Data After Revision	5307	IMPLEMENTATION	09	\$5,300	\$4,240				
	TRA	IMPLEMENTATION	09	\$3,223	\$3,223	3446 - ARRA			
	TRA530	9 IMPLEMENTATION	09	\$3,777	\$3,777	3446 - ARRA			

Project: 09-08-0054 Kane/Kendall Council of FAU 1338 SUNDOWN ROAD FROM (•		PROJECT	Pre-Revision Federal Funds (000) \$968 n) TO IL 31 3887 LA	Post-Revision Federal Funds (000) \$968 FOX STREET (KAI	Change in Federal Funds (000) \$0 NE/South Elgin)	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA	//ROAD - RESURFACE	(WITH NO	LANE WIDENING)					
Financial Data Before Revision	Fund Source GEN-OP LRA	Project Phase ENGINEERING-II CONSTRUCTION	FF) 09 09	Y Total Cost \$53 \$968	Federal Cost \$0 \$968	Seg	ment	Aw	rarded
Financial Data After Revision	GEN-OP LRA	ENGINEERING-II CONSTRUCTION	09 09	\$53 \$968	\$0 \$968	E3 INCLUDED			
09-08-0057 Kane/Kendall Council of FAU 4005 W MAIN ST FROM WESTE	•		PROJECT O WASHING	\$160 GTON ST (KANE/Ca	\$160 arpentersville) N WA	\$0 SHINGTON ST: V	0.00% VILLIAMS ST	No TO MAIN ST	No
Project Work Types After Revision:	HIGHWA	//ROAD - RESURFACE	(WITH NO	LANE WIDENING)					
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FF) 09	Y Total Cost \$160	Federal Cost \$160	Seg	ment	Aw	arded
Financial Data After Revision	LRA	CONSTRUCTION	09	\$160	\$160				
09-09-0029 Kane/Kendall Council of FAU 1302 BIG TIMBER ROAD FROM	-		PROJECT gin) TO FAU	\$970 J 2509 MCLEAN BL	\$971 VD (KANE/Elgin)	\$1	0.10%	No	No
Project Work Types After Revision:	HIGHWA	//ROAD - RESURFACE	(WITH NO	LANE WIDENING)					
Financial Data Before Revision	Fund Source GEN-OP STP-L	Project Phase ENGINEERING-II CONSTRUCTION	FF) 09 11	Y Total Cost \$105 \$1,213	Federal Cost \$0 \$970	Seg	ment	Aw	arded
Financial Data After Revision	GEN-OP STP-L	ENGINEERING-II CONSTRUCTION	09 11	\$53 \$1,213	\$0 \$971	E3 INCLUDED			

Project: 09-00-0028 Kane/Kendall Council of FAU 1550 GAME FARM RD/SOMONA	•	Action CHANGE P ROM US 34 (KENDALL/Yor	PROJECT	Pre-Revision Federal Funds (000) \$2,518 IL 47 (KENDALL/Yo	Post-Revision Federal Funds (000) \$2,519 orkville)	Change in Federal Funds (000) \$1	Percent Change 0.04%	Cost Threshold No	Add/ Delete Phase
Project Work Types After Revision:	HIGHWA	RIAN FACILITY Y/ROAD - RECONSTRUC Y/ROAD - CONTINUOUS I		ΓΙΟΝΑL TURN LAN	IES				
Financial Data Before Revision	Fund Source STP-L STP-L	Project Phase CONSTRUCTION ROW ACQUISITION	FFY 10 09	7 Total Cost \$4,730 \$350	Federal Cost \$2,343 \$175	Segi	ment	Aw	varded
Financial Data After Revision	STP-L STP-L	ROW ACQUISITION CONSTRUCTION	09 10	\$350 \$4,730	\$175 \$2,344				
18-08-3100 Metra Metra - RAIL SIGNAL SYSTEMS REC	GIONWIDE	CHANGE P	PROJECT	\$1,680	\$1,440	(\$240)	-14.29%	No	No
Project Work Types After Revision:	CPS - SI	GNALS							
Financial Data Before Revision	Fund Source 5307 5309B	Project Phase IMPLEMENTATION IMPLEMENTATION	FFY 09 09	7 Total Cost \$1,800 \$300	Federal Cost \$1,440 \$240	U	ment	Aw	varded
Financial Data After Revision	5307 5309B	IMPLEMENTATION IMPLEMENTATION	09 09	\$1,000 \$800	\$800 \$640	4038, 4139, 3937 4139			

Project: 18-08-3400 Metra METRA ELECTRICAL SYSTEM REG	SIONWIDE	Action CHANG		Pre-Revision Federal Funds (000) \$3,960	Post-Revision Federal Funds (000) \$3,880	Change in Federal Funds (00 (\$8	Percent 0) Change	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	CPS - SI CPS - PC								
Financial Data Before Revision Financial Data After Revision	Fund Source 5307 5307 5309B 5309B 5307 5307 5307 5307 5309B	Project Phase IMPLEMENTATION	FFY 11 10 09 11 09 12 09 10 11	\$1,000 \$1,800 \$250 \$400 \$100 \$1,400 \$250 \$1,800 \$1,000 \$400	Federal Cost \$800 \$1,440 \$200 \$320 \$80 \$1,120 \$200 \$1,440 \$800 \$320	4352 3246 4352	egment	Aw	varded
18-09-3310 Metra Signal Bridges ROW Regionwide	5309B	IMPLEMENTATION CHANG	12 E PROJECT	\$1,400 \$2,291	\$1,120 \$2,291	\$	0 0.00%	No	No
Project Work Types After Revision:	CPS - SI	GNALS							
Financial Data Before Revision	Fund Source 5307 5307 5307 5309B	Project Phase IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	FFY 12 11 10 09	\$819 \$787 \$757 \$500	\$630 \$606 \$400	P-331 P-331 P-331 4354	egment	Aw	varded
Financial Data After Revision	5307 5307 5307 5307	IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION IMPLEMENTATION	09 10 11 12	\$500 \$757 \$787 \$819	\$400 \$606 \$630 \$655	4354 P-331 P-331 P-331			

Project: 04-09-0009 North Central Council of FAU 1419 Madison Avenue FROM US	-		F PROJECT	Pre-Revision Federal Funds (000) \$303 AU 1690 Eastern A	Post-Revision Federal Funds (000) \$303 Avenue (COOK/Belly	Change in Federal Funds (000) \$0 wood) LAPP	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	BRIDGE/ HIGHWA	STRUCTURE - RECONS STRUCTURE - RECONS Y/ROAD - RESURFACE Y/ROAD - RESURFACE	T/REHAB N (WITH NO L	O CHNG IN #, WE ANE WIDENING)	OTH, OR LANE				
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 10	Total Cost \$303	Federal Cost \$303	Seg	ment	Aw	arded
Financial Data After Revision	LRA	CONSTRUCTION	10	\$303	\$303				
04-09-0011 North Central Council of FAU 3533 Franklin Avenue FROM Ru HPP Bill #4065	•	CHANGE COOK) TO FAU 2714 Ros		\$645 th Avenue (COOK	\$617) LAPP	(\$28)	-4.34%	No	No
Project Work Types After Revision:		Y/ROAD - CURB AND GU Y/ROAD - RESURFACE		ANE WIDENING))				
Financial Data Before Revision	Fund Source HPP LRA	Project Phase CONSTRUCTION CONSTRUCTION	FFY 10 10	Total Cost \$142 \$503	Federal Cost \$142 \$503	Seg	ment	Aw	arded
Financial Data After Revision	HPP LRA	CONSTRUCTION CONSTRUCTION	09 09	\$142 \$503	\$114 \$503	INCLUDES E3			
04-09-0012 North Central Council of CH 2733 9th Avenue FROM FAU 290	•	CHANGE ive (COOK) TO FAU 347		\$583 t Road (COOK) LA	\$583 APP	\$0	0.00%	No	No
Project Work Types After Revision:		Y/ROAD - CURB AND GUY/ROAD - RESURFACE		.ANE WIDENING)				
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 10	Total Cost \$583	Federal Cost \$583	Seg	ment	Aw	arded
Financial Data After Revision	LRA	CONSTRUCTION	09	\$583	\$583	INCLUDES E3			

Project: 04-08-0030 North Central Council WOLF ROAD AT WHITEHALL AVEN	•	Action CHANGE F	ı	Pre-Revision Federal Funds (000) \$355	Post-Revision Federal Funds (000) \$355	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA	- MEDIAN PROJECTS Y/ROAD - INTERSECTION CILITY IMPROVEMENTS		EMENT					
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 12	Total Cost \$484	Federal Cost \$355	Seg	ment	Aw	arded
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$484	\$355	INCLUDES E3			
04-09-0019 North Central Council FAU 2713 Westchester Boulevard FR Project Work Types After Revision :	OM FAU 3	CHANGE F 47 38 Roosevelt Road TO Y/ROAD - CURB AND GU Y/ROAD - RESURFACE (FAU 1005 (ITTER		,	\$0	0.00%	No	No
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 10	Total Cost \$578	Federal Cost \$578	Seg	ment	Aw	arded
Financial Data After Revision	LRA	CONSTRUCTION	09	\$578	\$578	INCLUDES E3			
02-07-0004 North Shore Council of LEHIGH AVENUE FROM OAKTON S	•	CHANGE F OOK/Morton Grove) TO LII		\$328 ENUE (COOK/Mor	\$328 ton Grove)	\$0	0.00%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE (WITH NO I	ANE WIDENING)					
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$410	Federal Cost \$328	Seg	ment	Aw	arded
Financial Data After Revision	LRA	CONSTRUCTION	09	\$456	\$328				

Project: 03-09-0033 Northwest Council of Month Ave FROM US 20 Lake St (COO	•	Action CHANGE F h Ave (COOK) Also include	F PROJECT	Pre-Revision Federal Funds (000) \$1,435 rtlett Road from IL	Post-Revision Federal Funds (000) \$1,435 59 to Western Aven	Change in Federal Funds (000) \$0	Percent Change 0.00%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:		Y/ROAD - CURB AND GL Y/ROAD - RESURFACE (—	_ANE WIDENING)	1				
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 10	\$1,435	Federal Cost \$1,435	Seg	ment	Aw	arded
Financial Data After Revision	LRA	CONSTRUCTION	10	\$1,435	\$1,435				
03-09-0036 Northwest Council of Northwest State and West Frontage Roads	•	CHANGE F choff Rd (COOK) TO IL 62		\$3,780 Rd (COOK)	\$3,780	\$0	0.00%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE (WITH NO I	ANE WIDENING)					
Financial Data Before Revision	Fund Source LRA	Project Phase CONSTRUCTION	FFY 09	Total Cost \$3,780	Federal Cost \$3,780	Seg	ment	Aw	arded
Financial Data After Revision	LRA	CONSTRUCTION	09	\$3,940	\$3,780	INCLUDES E3			
07-08-0031 South Council of Mayo		CHANGE F OOK) TO CICERO AVENU		\$361	\$388	\$27	7.48%	No	No
Project Work Types After Revision:		Y/ROAD - RESURFACE (Y/ROAD - CURB AND GL		ANE WIDENING)	1				
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 09	Total Cost \$516	Federal Cost \$361	INCLUDES E3	ment	Aw	arded
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$564	\$388	INCLUDES E3			

Project: 07-99-0028 South Council of Mayor 170TH ST FROM SOUTH PARK AVE			SE PROJECT	Pre-Revision Federal Funds (000) \$3,668	Post-Revision Federal Funds (000) \$3,955	Change in Federal Funds (000) \$287	Percent Change 7.82%	Cost Threshold No	Add/ Delete Phase No
Project Work Types After Revision:	HIGHWA	- RAILROAD CROSSI Y/ROAD - INTERSEC Y/ROAD - RECONSTE	TION RECON	STRUCTION					
Financial Data Before Revision Financial Data After Revision	Fund Source STP-L STP-L STP-L	Project Phase CONSTRUCTION ROW ACQUISITION CONSTRUCTION ROW ACQUISITION	09	Y Total Cost \$12,600 \$200 \$12,000 \$250	Federal Cost \$3,528 \$140 \$3,780 \$175	Seg	ment	Ам	varded
06-02-0108 Southwest Council of M MCCARTHY ROAD FROM DERBY ROAD FROM THE PROPERTY AND THE PROPERTY ROAD FROM THE PROPERTY ROAD FROM THE PROPERTY ROAD FROM T	OAD (COC	OK/Lemont) TO ARCHE	`	,	\$1,567 s project has two fund	\$280 I sources.	21.76%	No	No
Project Work Types After Revision:		.Y/ROAD - INTERSEC 3 - MODERNIZATION	TION IMPROV	/ EIVIEIN I					

Financial Data Before Revision	Fund Source	Project Phase	FFY	Total Cost	Federal Cost	Segment	Awarded
	STP-L	ENGINEERING-II	09	\$200	\$140	INTERSECTION IMPROVEMENT	
	STP-L	CONSTRUCTION	11	\$1,100	\$1,147		
Financial Data After Revision	STP-L	ENGINEERING-II	09	\$200	\$140	INTERSECTION IMPROVEMENT	
	HPP	CONSTRUCTION	11	\$390	\$280		
	STP-L	CONSTRUCTION	11	\$2,100	\$1,147		

Project: 12-06-0039 Will County Council of IL 1 Dixie Hwy AT CHESTNUT (WILL	•	Action CHANGE F	F	Pre-Revision ederal Funds (000) \$232	Post-Revision Federal Funds (000) \$287	Change in Federal Funds (000) \$55	Percent Change 23.71%	Cost Threshold No	Add/ Delete Phase
Project Work Types After Revision:	SIGNALS	S - ADD SIGNALS AT SIN	GLE INTERS	SECTION					
Financial Data Before Revision	Fund Source STP-L	Project Phase ENGINEERING-II	FFY 09	Total Cost \$31	Federal Cost \$25	J	ment	Aw	arded
Financial Data After Revision	STP-L STP-L STP-L	IMPLEMENTATION ENGINEERING-II IMPLEMENTATION	09 09 09	\$259 \$31 \$327	\$207 \$25 \$262	INCLUDES E3			
12-09-0035 Will County Council of FAU 55 Northeast Frontage Road FR	-	CHANGE F 91 McClintock (WILL) TO		\$189 S 6 (WILL)	\$198	\$9	4.76%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - RESURFACE (WITH NO L	ANE WIDENING))				
Financial Data Before Revision	Fund Source LRA LRA	Project Phase CONSTRUCTION ENGINEERING-II	FFY 09 09	Total Cost \$180	Federal Cost \$180 \$9	Seg	ment	Aw	arded
Financial Data After Revision	LRA LRA	CONSTRUCTION ENGINEERING-II	09 09	\$210 \$9	\$189 \$9				
12-06-0024 Will County Council of ESSINGTON RD AT HENNIPIN DR (-	CHANGE F	PROJECT	\$2,000	\$2,000	\$0	0.00%	No	No
Project Work Types After Revision:	HIGHWA	Y/ROAD - INTERSECTIO	N RECONS	TRUCTION					
Financial Data Before Revision	Fund Source STP-L	Project Phase CONSTRUCTION	FFY 09	Total Cost \$3,000	Federal Cost \$2,000	Seg	ment	Aw	arded
Financial Data After Revision	STP-L	CONSTRUCTION	09	\$3,535	\$2,000				
Totals for 105 Projects				\$364,409	\$366,403	\$1,994	0.5%		



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MEMORANDUM

To: CMAP Transportation Committee

Date: July 26, 2009

From: CMAP Staff

Re: Biannual TIP/RTP Conformity Analysis and TIP Amendments

In accordance with the biannual conformity analysis policy agreed to in 2007, CMAP staff asked programmers to submit changes to non-exempt and exempt tested projects within the TIP. Staff received change requests for 98 projects; less than 10% of the projects had more than one action requested.

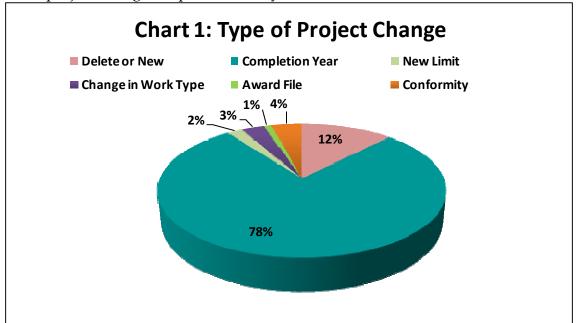
There were three changes requested that included adding, changing, or removing worktypes. Worktypes describe the work being completed in a project. Worktypes also determine if a project is exempt, exempt tested, or non-exempt.

- An exempt worktype does not require an air quality conformity analysis. Examples of exempt projects include road resurfacing and bus rehabilitation.
- Exempt tested worktypes do not require a conformity analysis, but the region has chosen to include their impacts in the travel demand model. Exempt tested projects include lane widening and new commuter parking lots.
- Non-exempt projects have an effect on air quality and must be tested for conformity. Non-exempt projects include adding lanes to a road or extending a rail line.

Other changes include six new projects and six deleted projects. Also, there were two limit changes. Limits are the cross-streets, mileposts or other boundaries which define the extent of a project.

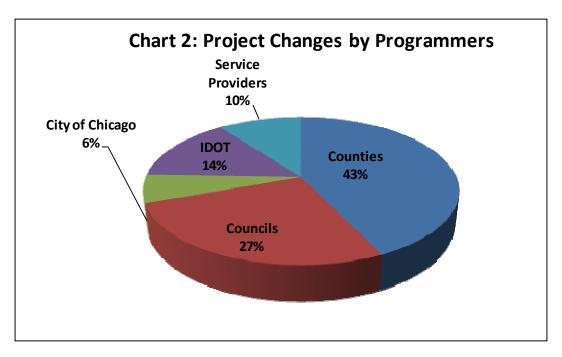
In total, seventy six projects had new completion years that required conformity analysis. Completion years indicate when a project is anticipated to be in service to users. The conformity analysis looks at certain years (currently 2010, 2020 and 2030). When a completion year change crosses one of these years, the conformity analysis must be redone. Almost half of the new completion years fall between 2009 and 2012. Most of the other completion years fall between 2013 and 2017 and a small number of the projects are for 2020 and beyond.

Chart 1 shows a breakdown of the type of project changes requested. The table below Chart 1 shows a comparison of project changes requested in July 2009 vs. March 2009.



Summary Comparison 2009											
Туре	Mar-09	Jul-09	Change								
Delete or New	31%	12%	-19%								
Completion Year	39%	76%	37%								
New Limit	20%	2%	-18%								
Change in worktype	1%	3%	2%								
Award File	0%	1%	1%								
Conformity	9%	4%	-5%								

All programmers were contacted and requested to submit any changes. CMAP staff did receive a response from all programmers and specific changes are listed in the attached reports. For a break down of changes submitted by programmer please see Chart 2. The table following Chart 2 is a summary comparison of changes by programmers in comparison to March 2009.



Summary Comparison 2009										
Agency Type	Mar-09	Jul-09	Change							
Counties	25%	43%	18%							
Councils	49%	27%	-22%							
City of Chicago	1%	6%	5%							
IDOT	19%	14%	-5%							
Service Providers	5%	10%	5%							
Tollway	1%	0%	-1%							

The 2010, 2020 and 2030 highway networks were coded to include the changes listed in the attachments. The regional travel demand model was run using the updated networks. The resultant VMT by speed and facility type for eight vehicle classes was expanded to twenty-eight vehicle types for multiplication by regional emission rates developed using USEPA's MOBILE model. The on-road emission estimates are the sum of those calculations for each precursor or direct pollutant in each scenario year. Reductions from the National Energy Policy Act Credit and Clean Fuel Fleet Program have not been claimed.

For ozone precursors, the resulting emissions estimates fell below the applicable attainment demonstration SIP budgets.

Since there are not SIP budgets for annual direct PM_{2.5} and NOx emissions, these estimates were combined with estimates from northwest Indiana, which is also part of the nonattainment area. The combine direct PM_{2.5} and NOx emissions remain below emissions estimates for 2002, the baseline year.

Northeastern Illinois Transportation Improvement Program October 8, 2009 Amendment Conformity Analysis Summary Results

PM_{2.5}

				Fine Partic	ulate Matter		Nitrogen Oxides						
Γ						Nonattain-				Nonattain-			
			Global rate		Northwest	ment area	Global rate		Northwest	ment area			
l	Year	Annual VMT	(gm/mi)	Tons	Indiana	Total	(gm/mi)	Tons	Indiana	Total			
	2002	58,696,684,998	0.0475	3,070.78	562.64	3,633.42	2.5908	167,630.81	30,397.97	198,028.78			
	2010	63,912,953,159	0.0240	1,692.20	158.90	1,851.10	1.1708	82,485.85	8,442.66	90,928.51			
	2020	68,531,068,972	0.0138	1,043.44	114.32	1,157.76	0.3575	27,003.16	3,004.68	30,007.84			
	2030	73,156,752,971	0.0126	1,019.42	116.46	1,135.88	0.2343	18,896.56	2,065.23	20,961.79			

Ozone

			VOC		NOx			
	Summer Day	Global rate			Global rate			
Year	VMT	(gm/mi)	Tons	SIP	(gm/mi)	Tons	SIP	
2007	176,951,339	0.6238862	121.69	127.42	1.4346931	279.84	280.40	
2010	181,829,162	0.4649368	93.19	127.42	1.0840784	217.28	280.40	
2020	194,463,095	0.2392760	51.29	127.42	0.3296930	70.67	280.40	
2030	208,121,484	0.2267527	52.02	127.42	0.2116367	48.55	280.40	

Notes

Off-model benefits are not included in the total emissions estimates NIRPC values from analysis of December, 2008 2007 ozone values from conformity analysis approved in October, 2006

Conformity Analysis Summary.xls July 24, 2009

7/24/2009 11:13 AM



Chicago Metropolitan Agency for Planning Non-Exempt Projects Requiring Conformity Determination July 31, 2009

Pre-Revision Post-Revision Change in

Federal Funds Federal Funds Federal Percent Conformity **Project:** Action (000)(000)Funds (000) Requirement Change 01-00-0030 Chicago Department of Transportation CHANGE PROJECT \$32,839 \$32.839 \$0 0.00% Limits Changed

130TH ST FROM TORRENCE (COOK) TO BRAINARD (COOK) AND 130TH W/O TORRENCE AND TORRENCE S/O 130TH

Project Work Types Before Revision: BRIDGE/STRUCTURE - NEW

MISCELLANEOUS - PROJECT TYPES NOT LISTED HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Project Work Types After Revision: BRIDGE/STRUCTURE - NEW

> MISCELLANEOUS - PROJECT TYPES NOT LISTED HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

Financial Data Before Revision Financial Data After Revision

01-03-0004 Chicago Department of Transportation **CHANGE PROJECT** \$4,912 \$0 0.00% Limits Changed \$4,912

ROOSEVELT RD FROM WESTERN AVE (COOK/CHICAGO) TO US 41 LAKE SHORE DR (COOK/CHICAGO)

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

Financial Data Before Revision Financial Data After Revision

Chicago Metropolitan Agency for Planning July 24, 2009

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
01-06-0010 Chicago Department of	•	CHANGE PROJECT	\$10,560	\$10,560	\$0		Limits Changed
CHICAGO AVE AT CHICAGO RIVER	, , ,	,					
Project Work Types Before Revision:	BRIDGE/STRUCTURE	- RECONST/REHAB	CHNG IN LANE US	E/WIDTHS			
Project Work Types After Revision:	BRIDGE/STRUCTURE	- RECONST/REHAB	CHNG IN LANE US	E/WIDTHS			
Financial Data Before Revision							
Financial Data After Revision							
01-94-0016 Chicago Department of HALSTED ST FROM NORTH BRANC	•	CHANGE PROJECT	* -, -	\$15,120	\$0		Limits Changed
Project Work Types Before Revision:	•	,	COONCINCAGO) A	AT NORTH BRANCH	CANAL BRIDGE	ONLI	
Project Work Types Before Revision.	BRIDGE/STRUCTURE		CHNG IN LANE US	E/WIDTHS			
Project Work Types After Revision:	HIGHWAY/ROAD - AD BRIDGE/STRUCTURE		CHNG IN LANE US	E/WIDTHS			
Financial Data Before Revision							
Financial Data After Revision							
01-96-0001 Chicago Department of WELLS ST BRIDGE AT CHICAGO RI	•	CHANGE PROJECT N MERCHANDISE MA		\$14,033 DR	\$0	0.00%	Limits Changed
Project Work Types Before Revision:	BRIDGE/STRUCTURE	- RECONST/REHAB	CHNG IN LANE US	E/WIDTHS			
Project Work Types After Revision:	BRIDGE/STRUCTURE	- RECONST/REHAB	CHNG IN LANE US	E/WIDTHS			
Financial Data Before Revision							

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal** Percent Conformity Project: Action (000)(000)Funds (000) Requirement Change 01-98-0069 Chicago Department of Transportation **CHANGE PROJECT** \$1,660 \$1.660 \$0 0.00% Limits Changed 63RD ST FROM WESTERN AVE (COOK/CHICAGO) TO WALLACE (COOK/CHICAGO) AND HALSTED FROM 59TH TO 67TH; HALSTED PKWY AND 63RD ST PKWY Project Work Types Before Revision: MISCELLANEOUS - PROJECT TYPES NOT LISTED SIGNALS - INTERCONNECTS AND TIMING HIGHWAY/ROAD - INTERSECTION IMPROVEMENT **Project Work Types After Revision:** MISCELLANEOUS - PROJECT TYPES NOT LISTED SIGNALS - INTERCONNECTS AND TIMING HIGHWAY/ROAD - INTERSECTION IMPROVEMENT **Financial Data Before Revision** Financial Data After Revision 02-08-0005 North Shore Council of Mayors CHANGE PROJECT \$4,145 \$4,145 \$0 0.00% Limits Changed SHERIDAN RD FROM ISABELLA AVE (COOK) TO SOUTH BLVD (COOK) FOREST AVENUE: MAIN STREET TO SHERIDAN ROAD Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING SIGNALS - MODERNIZATION HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Project Work Types After Revision:** SIGNALS - INTERCONNECTS AND TIMING **SIGNALS - MODERNIZATION** HIGHWAY/ROAD - RESURFACE (WITH NO LANE WIDENING) **Financial Data Before Revision Financial Data After Revision**

Pre-Revision Post-Revision Change in Federal Funds **Federal Funds Federal** Percent Conformity Project: Action (000)(000)Funds (000) Requirement Change 02-97-0006 Cook County Highway Department **CHANGE PROJECT** \$1,440 \$1.440 \$0 0.00% Limits Changed OLD ORCHARD RD FROM EAST OF EDENS EXPWAY (I-94) (COOK/SKOKIE) TO US 41 WEST OF SKOKIE BLVD (COOK/SKOKIE) Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision Financial Data After Revision

03-03-0101 Northwest Council of Mayors CHANGE PROJECT \$2,500 \$2,500 \$0 0.00% Limits Changed

MEACHAM RD FROM KIRCHOFF RD (COOK/ROLLING MEADOWS) TO IL 62 ALGONQUIN RD (COOK/SCHAUMBURG) ROLLING MEADOWS IS SPONSOR

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision Financial Data After Revision

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
03-08-0009 Northwest Council of Ma	•	CHANGE PROJECT IG PARK ROAD (COOK)	\$4,299)	\$4,299	\$0	0.00%	Limits Changed
Project Work Types Before Revision:	HIGHWAY/ROAD - C	ONTINUOUS BI-DIREC' ECONST WITH CHANG					
Project Work Types After Revision:		ONTINUOUS BI-DIREC' ECONST WITH CHANG					
Financial Data Before Revision							
Financial Data After Revision							
03-09-0014 IDOT District 1 Division US 20 FROM OAK AVENUE (COOK/B	• ,	CHANGE PROJECT BLVD (COOK/STREAM)	\$675 WOOD)	\$675	\$0	0.00%	Limits Changed
Project Work Types Before Revision:	HIGHWAY/ROAD - W	IDEN LANES AND RES	SURFACE				
Project Work Types After Revision:	HIGHWAY/ROAD - W	IDEN LANES AND RES	SURFACE				
Financial Data Before Revision							
Financial Data After Revision							
03-09-0054 Northwest Council of Ma Palatine Rd FROM Huntington Rd (CO	•	CHANGE PROJECT	\$1,320 (/Hoffman Estates)	\$1,320	\$0	0.00%	Limits Changed
Project Work Types Before Revision:		ESURFACE (WITH NO ONTINUOUS BI-DIREC					
Project Work Types After Revision:		ESURFACE (WITH NO ONTINUOUS BI-DIREC	•				
Financial Data Before Revision							
Financial Data After Revision							

This public notice of the revisions being made to CMAP's Transportation Improvement Program satisfies the Program of Projects requirements of Title 49, U.S. Code Section 5307 (c) (1) through (7)

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Chicago Metropolitan Agency for Planning

July 24, 2009

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
03-09-0057 Northwest Council of M	ayors	CHANGE PROJECT	Г \$1,309	\$1,309	\$0		Limits Changed
Kensington Rd FROM Forest Ave (CO	OK/Mount Prospect) TO	DIL 83 (COOK/Mount I	Prospect)				
Project Work Types Before Revision:	HIGHWAY/ROAD - RI			NES			
Project Work Types After Revision:	HIGHWAY/ROAD - RI HIGHWAY/ROAD - C	ECONSTRUCT IN KIN ONTINUOUS BI-DIRE		NES			
Financial Data Before Revision							
Financial Data After Revision							
03-99-0018 Cook County Highway	•	CHANGE PROJECT TO LAKE COOK RD (* - ,	\$3,680	\$0	0.00%	Limits Changed
03-99-0018 Cook County Highway I	RD (COOK/PALATINE)	TO LAKE COOK RD (DD LANES E - REPLACE	COOK/PALATINE)	,,,,	\$0	0.00%	Limits Changed
03-99-0018 Cook County Highway I QUENTIN RD FROM IL 68 DUNDEE I Project Work Types Before Revision:	RD (COOK/PALATINE) HIGHWAY/ROAD - AI BRIDGE/STRUCTURI HIGHWAY/ROAD - RI HIGHWAY/ROAD - AI BRIDGE/STRUCTUR	TO LAKE COOK RD (DD LANES E - REPLACE ECONST WITH CHAN DD LANES	COOK/PALATINE) GE IN USE OR WID	TH OF LANE	\$0	0.00%	Limits Changed
Financial Data After Revision 03-99-0018 Cook County Highway I QUENTIN RD FROM IL 68 DUNDEE I Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	RD (COOK/PALATINE) HIGHWAY/ROAD - AI BRIDGE/STRUCTURI HIGHWAY/ROAD - RI HIGHWAY/ROAD - AI BRIDGE/STRUCTUR	TO LAKE COOK RD (DD LANES E - REPLACE ECONST WITH CHAN DD LANES E - REPLACE	COOK/PALATINE) GE IN USE OR WID	TH OF LANE	\$0	0.00%	Limits Changed

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
06-00-0047 Cook County Highway D	epartment	CHANGE PROJECT	\$0	\$0	\$0		Limits Changed
88TH AVE FROM 87TH ST (COOK/HI	CKORY HILLS) TO 10	3RD ST (COOK/PALOS	HILLS)				
Project Work Types Before Revision:							
		RECONST WITH CHANG					
		CONTINUOUS BI-DIREC	HONAL TURN LAN	IES			
•		PAVEMENT PATCHING	.=				
		RECONST WITH CHANG CONTINUOUS BI-DIREC					
	HIGHWAT/ROAD - C	CONTINUOUS BI-DIREC	TIONAL TURN LAN	IE3			
Financial Data Before Revision							
Financial Data After Revision							
06-08-0024 Cook County Highway D	•	CHANGE PROJECT	\$3,200	\$3,200	\$0	0.00%	Limits Changed
NARRAGANSETT AVE FROM 79TH S	T (COOK/BURBANK) TO 87TH ST (COOK/BL	JRBANK)				
Project Work Types Before Revision:		CONTINUOUS BI-DIREC RECONST WITH CHANG					
71		CONTINUOUS BI-DIREC					
	HIGHWAY/ROAD - F	RECONST WITH CHANG	SE IN USE OR WID	TH OF LANE			
Financial Data Before Revision							
Financial Data After Revision							
	ayors	CHANGE PROJECT	\$500	\$500	\$0	0.00%	Limits Changed
06-09-0022 Southwest Council of Ma	-		*	\$500	\$0	0.00%	Limits Changed
06-09-0022 Southwest Council of MacCentral Ave FROM 70th Place (COOK/	Bedford Park) TO 73r	d St (COOK/Bedford Par	k)		\$0	0.00%	Limits Changed
O6-09-0022 Southwest Council of MacCentral Ave FROM 70th Place (COOK/Project Work Types Before Revision:	Bedford Park) TO 73r HIGHWAY/ROAD - F	d St (COOK/Bedford Par RECONST WITH CHANG	k) GE IN USE OR WID	TH OF LANE	\$0	0.00%	Limits Changed
Financial Data After Revision 06-09-0022 Southwest Council of Machine (COOK/Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision	Bedford Park) TO 73r HIGHWAY/ROAD - F	d St (COOK/Bedford Par RECONST WITH CHANG	k) GE IN USE OR WID	TH OF LANE	\$0	0.00%	Limits Changed

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
06-09-0047 IDOT District 1 Division	of Highways	CHANGE PROJECT	\$180	\$180	\$0		Limits Changed
143RD ST AT AT CREEK CROSSING	DR (COOK/Orland Pa	ark)					
Project Work Types Before Revision:		ONNECTS AND TIMING NALS AT SINGLE INTE	RSECTION				
Project Work Types After Revision:		DNNECTS AND TIMING NALS AT SINGLE INTEI	RSECTION				
Financial Data Before Revision							
Financial Data After Revision							
06-09-0056 Southwest Council of M US 45 LaGrange Rd FROM 179th St (0	•	NEW PROJECT 131st St (COOK/Orland	d Park)	\$0	\$0	0.00%	New Project
Project Work Types Before Revision:							
Project Work Types After Revision:	HIGHWAY/ROAD - A	DD LANES					
Financial Data Before Revision							
Financial Data After Revision							
07-00-0036 Cook County Highway E	•	CHANGE PROJECT	\$0 <td>\$0</td> <td>\$0</td> <td>0.00%</td> <td>Limits Changed</td>	\$0	\$0	0.00%	Limits Changed
Project Work Types Before Revision:	HIGHWAY/ROAD - F	ECONST WITH CHANG	E IN USE OR WID	TH OF LANE			
Project Work Types After Revision:	HIGHWAY/ROAD - F	ECONST WITH CHANG	E IN USE OR WID	TH OF LANE			
Financial Data Before Revision							

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
07-03-0008 Cook County Highway D	Department	CHANGE PROJECT	\$0	\$0	\$0		Limits Changed
HARLEM AVE FROM US 30 LINCOLN	HWY (COOK/RIC	H TWP) TO SAUK TRAIL ((COOK/RICH TWP)				
Project Work Types Before Revision:		- ADD LANES - CONTINUOUS BI-DIREC	CTIONAL TURN LAN	IES			
Project Work Types After Revision:	HIGHWAY/ROAD HIGHWAY/ROAD	- ADD LANES - CONTINUOUS BI-DIREC	CTIONAL TURN LAN	IES			
Financial Data Before Revision							
Financial Data After Revision							
07-08-0045 IDOT District 1 Division IL 83 IL 83 AT WALLACE STREET (CO	• •	CHANGE PROJECT	\$450	\$450	\$0	0.00%	Limits Changed
Project Work Types Before Revision:		CONNECTS AND TIMING					
Project Work Types After Revision:		CONNECTS AND TIMING					
Financial Data Before Revision							
Financial Data After Revision							
07-09-0001 IDOT District 1 Division US 30 LINCOLN HWY (1) & CHICAGO	• ,	CHANGE PROJECT US 30 (LINCOLN HWY): IL	, ,	\$2,268 TO STATE ST (COC	\$0 0K) TO (2) ILL 1 (0		Limits Changed D): 16TH ST TO DIXIE
Project Work Types Before Revision:		CONNECTS AND TIMING S - EXEMPT PROJECTS	i				
Project Work Types After Revision:		CONNECTS AND TIMING S - EXEMPT PROJECTS	i				
Financial Data Before Revision							
Financial Data After Revision							

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Non-Exempt Projects Requiring Conformity Determination

This public notice of the revisions being made to CMAP's Transportation Improvement Program satisfies the Program of Projects requirements of Title 49, U.S. Code Section 5307 (c) (1) through (7)

roject:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
7-09-0023 Cook County Highway Department	CHANGE PROJECT	\$0	\$0	\$0		Limits Changed
67TH STREET FROM CENTRAL AVENUE (COOK) TO CIO	CERO AVENUE (COOK/	OAK FOREST)				
roject Work Types Before Revision: HIGHWAY/ROAD - F	RECONST WITH CHANG	GE IN USE OR WID	TH OF LANE			
roject Work Types After Revision: HIGHWAY/ROAD - R	RECONST WITH CHANG	GE IN USE OR WID	TH OF LANE			
inancial Data Before Revision						
inancial Data After Revision						
7-09-0024 Cook County Highway Department	CHANGE PROJECT	·	\$0	\$0	0.00%	Limits Changed
36TH / THORNTON AVENUE FROM DIXIE HWY (COOK/E	BLUE ISLAND) TO WOO	D STREET (COOK	(DIXMOOR)			
roject Work Types Before Revision: HIGHWAY/ROAD - R	RECONST WITH CHANC	GE IN USE OR WID	TH OF LANE			
roject Work Types After Revision: HIGHWAY/ROAD - R	RECONST WITH CHANG	GE IN USE OR WID	TH OF LANE			
inancial Data Before Revision						
inancial Data After Revision						

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal** Percent Conformity Project: Action (000)(000)Funds (000) Requirement Change 07-96-0003 South Council of Mayors **CHANGE PROJECT** \$4,003 \$4,003 \$0 0.00% Limits Changed

UNIVERSITY PKWY FROM CRAWFORD (WILL/UNIVERSITY PARK) TO CENTRAL (WILL/UNIVERSITY PARK)

Project Work Types Before Revision: BICYCLE FACILITY

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Project Work Types After Revision: BICYCLE FACILITY

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision
Financial Data After Revision

	These Li	ne Items ar	e Illustrative On	y They Are NOT Part	t of the TIP	
STP-L	ROW ACQUISITION	MYB	\$688	\$550		

07-96-0013 South Council of Mayors

CHANGE PROJECT

\$742

\$742

0.00% Limits Changed

\$0

JOE ORR RD MAIN ST EXTENSION FROM BURNHAM AVE (COOK/LYNWOOD) TO SHEFFIELD/COLUMBIA AVE (COOK/LYNWOOD)

Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD

Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision
Financial Data After Revision

Chicago Metropolitan Agency for Planning

July 24, 2009

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
07-97-0005 Cook County Highway I	•	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Limits Changed
WENTWORTH AVENUE FROM GLEN		,	O RIDGE ROAD (C	OOK/LANSING)			
Project Work Types Before Revision:							
		ECONSTRUCT IN KIND					
	HIGHWAY/ROAD - C	ONTINUOUS BI-DIREC	TIONAL TURN LAN	ES			
Project Work Types After Revision:	HIGHWAY/ROAD - C	URB AND GUTTER					
	HIGHWAY/ROAD - R	ECONSTRUCT IN KIND)				
	HIGHWAY/ROAD - C	ONTINUOUS BI-DIREC	TIONAL TURN LAN	ES			
Financial Data Before Revision							
Financial Data After Revision							
07-97-0025 South Council of Mayor	s	CHANGE PROJECT	\$2,670	\$2,670	\$0	0.00%	Limits Changed
CLAIRE BOULEVARD (REXFORD RE) FROM I- 294 (COOK	/ROBBINS) TO FRANCI	ISCO (COOK/ROBB	BINS)			
Project Work Types Before Revision:	HIGHWAY/ROAD - IN	ITERSECTION IMPROV	/EMENT				
	HIGHWAY/ROAD - C	ONTINUOUS BI-DIREC	TIONAL TURN LAN	ES			
	HIGHWAY/ROAD - W	IDEN LANES AND RES	SURFACE				
Project Work Types After Revision:	HIGHWAY/ROAD - IN	ITERSECTION IMPROV	/EMENT				
	HIGHWAY/ROAD - C	ONTINUOUS BI-DIREC	TIONAL TURN LAN	ES			
	HIGHWAY/ROAD - W	IDEN LANES AND RES	SURFACE				
Financial Data Before Revision							
Financial Data After Revision							

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
07-99-0020 Cook County Highway I HARLEM AVENUE FROM STEGER F	•	CHANGE PROJECT WNSHIP) TO SAUK TRA	T \$0	\$0	\$0		Limits Changed
Project Work Types Before Revision:	HIGHWAY/ROAD - HIGHWAY/ROAD -		AL ALGNMENT (E.G.	. CLEARANCE)			
Project Work Types After Revision:		ADD LANES VERTICAL/HORIZONTA RECONST WITH CHAN					
Financial Data Before Revision							
Financial Data After Revision							
08-00-0056 DuPage Council of May 103RD ST FROM 248TH AVE (WILL/I		DELETE PROJECT 59 (WILL/NAPERVILLE)	•		\$0	0.00%	Project Deleted
Project Work Types Before Revision:	HIGHWAY/ROAD - SAFETY - LIGHTIN PEDESTRIAN FAC	IG					
Project Work Types After Revision:							
Financial Data Before Revision							
Financial Data After Revision							
08-00-0057 DuPage Council of May 248TH AVE FROM 95TH ST (WILL/N.		DELETE PROJECT RD ST (WILL/NAPERVIL			\$0	0.00%	Project Deleted
Project Work Types Before Revision:	SIGNALS - ADD SI	ADD LANES GNALS AT SINGLE INTE CONTINUOUS BI-DIREC		NES			
Project Work Types After Revision:							
Financial Data Before Revision							
Financial Data After Revision							
Chicago Metropolitan Agency for Plani July 24, 2009	ning	Page 13 of	f 40		Non-E	Exempt Proje	cts Requiring Confo

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		Pre-Revision	Post-Revision	Change in		
Project:	Action	Federal Funds (000)	Federal Funds (000)	Federal Funds (000)	Percent Change	Conformity Requirement
08-00-0058 DuPage Council of Mayors	DELETE PROJECT	\$0		\$0		Project Deleted

BOOK RD FROM 111TH ST (WILL/NAPERVILLE) TO 117TH ST (WILL/NAPERVILLE)

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD

SAFETY - LIGHTING PEDESTRIAN FACILITY

Project Work Types After Revision:

Financial Data Before Revision
Financial Data After Revision

08-00-0060 IDOT District 1 Division of Highways CHANGE PROJECT \$0 \$0 0.00% Limits Changed

IL 59 FROM FERRY RD (DUPAGE/NAPERVILLE) TO AURORA AVE (DUPAGE/NAPERVILLE)

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

SIGNALS - MODERNIZATION

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

SIGNALS - MODERNIZATION

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision
Financial Data After Revision

	These Line Items are Illustrative Only They Are NOT Part of the TIP									
OTH	CONSTRUCTION	MYB	\$281	\$0 NAPERVILLE CIP						
OTH	ENGINEERING-I	09	\$100	\$0 NAPERVILLE CIP						
OTH	ENGINEERING-II	12	\$100	\$0 NAPERVILLE CIP						

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-00-0077 DuPage County Divisio	n of Transportation	LINE ITEM	\$0	\$0	\$0		Limits Changed
CH 33 75TH ST FROM CH 56 WOOD	WARD AVE (DUPAGE	E/Woodridge) TO LYMAI	N AVE (DUPAGE/Da	arien)			
Project Work Types Before Revision:		ADD LANES VIDEN LANES AND RE	SURFACE				
Project Work Types After Revision:			0.1054.05				
	HIGHWAY/ROAD - V	VIDEN LANES AND RE	SURFACE				
Financial Data Before Revision							
Financial Data After Revision							
08-03-0105 DuPage Council of May	vors	CHANGE PROJECT	\$1,669	\$1,669	\$0	0.00%	Scenario Year Change
RIFORD RD FROM ST CHARLES RD	(DUPAGE) TO CRES	CENT BLVD (DUPAGE)				
Project Work Types Before Revision:		NTERSECTION IMPRO RECONST WITH CHAN		TH OF LANE			
Project Work Types After Revision:		NTERSECTION IMPRO RECONST WITH CHAN		TH OF LANE			
Financial Data Before Revision							
Financial Data After Revision							
08-06-0043 DuPage Council of May		DELETE PROJECT	\$0		\$0	0.00%	Project Deleted
BOOK RD FROM RICKERT DR (DUP.	AGE) TO 75TH ST (DI	JPAGE)					
Project Work Types Before Revision:	HIGHWAY/ROAD - A	ADD LANES					
Project Work Types After Revision:							
Financial Data Before Revision							
Financial Data After Revision							

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Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal** Percent Conformity Project: Action (000)(000)Funds (000) Requirement Change 08-09-0016 DuPage County Division of Transportation **CHANGE PROJECT** \$0 \$0 \$0 0.00% Limits Changed

CH 33 75th St FROM Adams St (DUPAGE/Darien) TO Plainfield Rd (DUPAGE/Darien) ADD TO JULY CONFORMITY

Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING

HIGHWAY/ROAD - ADD LANES

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING

HIGHWAY/ROAD - ADD LANES

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision
Financial Data After Revision

These Line Items are Illustrative Only They Are NOT Part of the TIP							
MFT-ALL ENGINEERING-II	MYB	\$750	\$0	FFY10			
MFT-ALL CONSTRUCTION	MYB	\$11,000	\$0	FFY10			

08-09-0034 DuPage Council of Mayors

CHANGE PROJECT

\$310

\$310

\$0 0.0

0.00% Limits Changed

FAU 1392 First St. FROM N. Myrtle Ave. (DUPAGE) TO N. Clara PI. (DUPAGE) On-street commuter parking spaces from N. Myrtle to N. Evergreen, N. Elm to N

Project Work Types Before Revision: PARKING - NEW LOT OR GARAGE **Project Work Types After Revision:** PARKING - NEW LOT OR GARAGE

Financial Data Before Revision
Financial Data After Revision

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Project: 08-09-0057 DuPage Council of May First St. Parking Deck AT NW corner of Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	of First and Larch	Action DELETE PROJECT OR GARAGE	Pre-Revision Federal Funds (000) \$966	Post-Revision Federal Funds (000)	Change in Federal Funds (000) (\$966)	Percent Change -100.00%	Conformity Requirement Project Deleted
08-09-0065 IDOT District 1 Division I- 290 I-290 AT IL 83 ILL 83 (DUPAGE	E/Addison)	CHANGE PROJECT			\$0	0.00%	Limits Changed
Project Work Types Before Revision:							
Project Work Types After Revision:	BRIDGE/STRUCTURE	E - RECONST/REHAB	CHNG IN LANE US	E/WIDTHS			
Financial Data Before Revision							
Financial Data After Revision							
O8-97-0016 DuPage County Division 55TH STREET FROM HOLMES AVE	•	CHANGE PROJECT N HILLS) TO WILLIAM	. ,	\$1,198 MONT)	\$0	0.00%	Limits Changed
08-97-0016 DuPage County Division	(DUPAGE/CLARENDO SIGNALS - INTERCOI HIGHWAY/ROAD - IN	N HILLS) TO WILLIAM	S (DUPAGE/WESTI	. ,	\$0	0.00%	Limits Changed
08-97-0016 DuPage County Division 55TH STREET FROM HOLMES AVE	(DUPAGE/CLARENDO SIGNALS - INTERCOI HIGHWAY/ROAD - IN HIGHWAY/ROAD - RE SIGNALS - INTERCOI	N HILLS) TO WILLIAM: NNECTS AND TIMING TERSECTION IMPROV	S (DUPAGE/WESTI /EMENT	. ,	\$0	0.00%	Limits Changed
08-97-0016 DuPage County Division 55TH STREET FROM HOLMES AVE Project Work Types Before Revision:	(DUPAGE/CLARENDO SIGNALS - INTERCOI HIGHWAY/ROAD - IN HIGHWAY/ROAD - RE SIGNALS - INTERCOI	N HILLS) TO WILLIAM: NNECTS AND TIMING ITERSECTION IMPROV ECONSTRUCT IN KINE NNECTS AND TIMING	S (DUPAGE/WESTI /EMENT	. ,	\$0	0.00%	Limits Changed

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Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
08-99-0028 DuPage County Division 55TH ST FROM DUNHAM RD (DUPA	•	CHANGE PROJECT	•	\$0 NIT)	\$0		Limits Changed
Project Work Types Before Revision:		TERSECTION IMPRO	VEMENT	·			
Project Work Types After Revision:	HIGHWAY/ROAD - IN	TERSECTION IMPRO	VEMENT				
Financial Data Before Revision							
Financial Data After Revision							
09-00-0029 DuPage County Division FABYAN PKWY FROM IL 38 ROOSE	•	DELETE PROJECT EST CHICAGO) TO K	·	(DUPAGE/WEST CH	\$0 IICAGO)	0.00%	Project Deleted
Project Work Types Before Revision:	HIGHWAY/ROAD - AI HIGHWAY/ROAD - RI HIGHWAY/ROAD - CO	ECONST WITH CHAN					
	HIGHWAT/NOAD - CO	DN LINUOUS BI-DIRE	CHONAL TURN LAN	IES			
Project Work Types After Revision:	THORWAT/NOAD - CO	ON LINUOUS BI-DIRE	CHONAL TURN LAN	IES			
Project Work Types After Revision: Financial Data Before Revision	THORWAT/NOAD - GO	ONTINUOUS BI-DIRE	CHONAL TURN LAN	IES .			
	THORIWAT/NOAD - CO	ON LINUOUS BI-DIRE	CHONAL TURN LAN	ES			
Financial Data Before Revision Financial Data After Revision 09-03-0001 Kane County Division o	f Transportation	CHANGE PROJEC		\$2,683	\$0	0.00%	Work Types Changed
Financial Data Before Revision Financial Data After Revision 09-03-0001 Kane County Division o	f Transportation ANE) INTERSECTION I	CHANGE PROJECT MPROVEMENT DD LANES	Г \$2,683		\$0	0.00%	Work Types Changed
Financial Data Before Revision Financial Data After Revision 09-03-0001 Kane County Division o RANDALL RD AT FABYAN PKWY (KA	f Transportation ANE) INTERSECTION I HIGHWAY/ROAD - AD BICYCLE FACILITY	CHANGE PROJECT MPROVEMENT DD LANES TERSECTION IMPRO	Γ \$2,683 OVEMENT		\$0	0.00%	Work Types Changed
Financial Data Before Revision Financial Data After Revision 09-03-0001 Kane County Division o RANDALL RD AT FABYAN PKWY (KA Project Work Types Before Revision:	f Transportation ANE) INTERSECTION I HIGHWAY/ROAD - AI BICYCLE FACILITY HIGHWAY/ROAD - IN BICYCLE FACILITY	CHANGE PROJECT MPROVEMENT DD LANES TERSECTION IMPRO	Γ \$2,683 OVEMENT		\$0	0.00%	Work Types Changed

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		Pre-Revision Federal Funds	Post-Revision Federal Funds	Change in Federal	Percent	Conformity
Project:	Action	(000)	(000)	Funds (000)		Requirement
09-03-0002 Kane County Division of Transportation	CHANGE PROJECT	\$91	\$91	\$0	0.00%	Limits Changed

HUNTLEY RD FROM RANDALL RD (KANE) TO IL 31 (KANE/Carpentersville)

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision
Financial Data After Revision

The	se Line Items ar	e Illustrative Or	nly They Are NOT Part of the	TIP
GEN-OP ROW ACQUISITION	N MYB	\$2,000	\$0	
GEN-OP CONSTRUCTION	MYB	\$13,000	\$0	

09-03-0003 Metra CHANGE PROJECT \$903 \$903 \$0 0.00% Limits Changed

GENEVA STATION PARKING ON UPR FROM BATAVIA AVENUE (KANE/Geneva) TO THIRD STREET (KANE/Geneva)

Project Work Types Before Revision: PARKING - NEW LOT OR GARAGE **Project Work Types After Revision:** PARKING - NEW LOT OR GARAGE

Financial Data Before Revision
Financial Data After Revision

.....

09-06-0012 Kane County Division of Transportation CHANGE PROJECT \$0 \$0 0.00% Limits Changed

I- 90 I-90 AT IL 47 IL Route 47 (KANE/Huntley)

Project Work Types Before Revision: INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)

Project Work Types After Revision: INTERCHANGE - EXPAND (NEW MOVEMENTS ADDED TO INTERCHANGE)

Financial Data Before Revision
Financial Data After Revision

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Project: 09-06-0066 CMAP IL 25 BROADWAY AVE FROM NORT Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	SIGNALS - INTERCO	NNECTS AND TIMING	, -	Post-Revision Federal Funds (000) \$757	Change in Federal Funds (000) \$0	Percent Change 0.00%	Conformity Requirement Scenario Year Change
09-08-0007 Kendall County Highwa CH 7 ELDAMAIN RD FROM CH 9 GAI	ENA (KENDALL/PLAN	,	40' S. OF CORNEL	, ,	\$0 PLANO)	0.00%	Limits Changed
Project Work Types Before Revision: Project Work Types After Revision:							
Financial Data Before Revision	THORWAT/NOAD - N	LOCKOT WITH CHANC	DE IIV OOL OIV WID	THO LANE			
Financial Data After Revision							
09-09-0028 IDOT District 3 Division US 34 US 34 AT FAU 3791 Cannonba		CHANGE PROJECT	\$0	\$0	\$0	0.00%	Limits Changed
Project Work Types Before Revision:	BRIDGE/STRUCTUR HIGHWAY/ROAD - C	E - REPLACE)				
Project Work Types After Revision:	HIGHWAY/ROAD - AI BRIDGE/STRUCTUR HIGHWAY/ROAD - C HIGHWAY/ROAD - R	E - REPLACE)				
Financial Data Before Revision							
Financial Data After Revision							
Chicago Metropolitan Agency for Planr July 24, 2009	ing	Page 20 of	40		Non-E	Exempt Proje	ects Requiring Conformity Determinatio

		Pre-Revision	Post-Revision	Change in		
		Federal Funds	Federal Funds	Federal	Percent	Conformity
Project:	Action	(000)	(000)	Funds (000)	Change	Requirement
09-09-0039 IDOT District 3 Division of Highways	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Limits Changed

IL 47 IL 47 FROM IL 71 IL 71 (KENDALL/Yorkville) TO CH 23 Caton Farm Road (KENDALL)

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision
Financial Data After Revision

		These Line Items are Illustrative Only They Are NOT Part of the TIP						
	ILL	ENGINEERING-II	MYB	\$600	\$0			
09-09-0040 IDOT District 3 Division	of Highwa	ays CHANGE PRO	JECT	\$0	\$0	\$0	0.00% Limits Changed	

IL 47 IL 47 FROM Kane County Line (KENDALL) TO Kennedy Road (KENDALL)

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

BRIDGE/STRUCTURE - REPLACE

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision
Financial Data After Revision

These Line Items are Illustrative Only They Are NOT Part of the TIP				
ILL	ENGINEERING-II	MYB	\$500	\$0

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal** Percent Conformity (000)(000)**Funds (000)** Requirement Change

\$0

0.00% Limits Changed

\$4,518

CHANGE PROJECT LONGMEADOW PKWY BRIDGE CORRIDOR FROM HUNTLEY RD (KANE) TO IL 62 (KANE) AND OVER FOX RIVER. AKA BOLZ RD EXTENSION

Action

Project Work Types Before Revision: BRIDGE/STRUCTURE - NEW

09-96-0017 Kane County Division of Transportation

HIGHWAY/ROAD - NEW ROAD

Project Work Types After Revision: BRIDGE/STRUCTURE - NEW

HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision Financial Data After Revision

Project:

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

\$4,518

GEN-OP ENGINEERING MYB \$8,000 \$0 E3 STP-L CONSTRUCTION MYB \$117,000 \$2,500

09-96-0018 Kane County Division of Transportation **CHANGE PROJECT** \$81,405 \$81,405 0.00% Limits Changed STEARNS ROAD BRIDGE CORRIDOR FROM RANDALL RD (KANE) TO EAST OF DUNHAM RD (KANE) AND OVER FOX RIVER AND ADDING LANES 1000 NORTH AND SOUTH OF RANDALL RO

Project Work Types Before Revision: BRIDGE/STRUCTURE - NEW

HIGHWAY/ROAD - NEW ROAD

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

> BRIDGE/STRUCTURE - NEW HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision Financial Data After Revision

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal** Conformity Percent Funds (000) Project: Action (000)(000)Requirement Change **CHANGE PROJECT** 09-96-0019 Kane County Division of Transportation \$0 \$0 \$0 0.00% Limits Changed

RED GATE RD EXTENSION FROM IL 31 AT RED GATE RD (KANE/St. Charles) TO IL 25 S/O ARMY TRAIL RD (KANE/St. Charles) OVER FOX RIVER

Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD

BRIDGE/STRUCTURE - NEW

Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD

BRIDGE/STRUCTURE - NEW

Financial Data Before Revision
Financial Data After Revision

	These Lir	e Items a	are Illustrative Or	nly They Are NOT Part of the TIP	
STP-L	CONSTRUCTION	MYB	\$27,500	\$2,800	

09-99-0102 Kane County Division of Transportation CHANGE PROJECT \$0 \$0 0.00% Limits Changed

LA FOX RD BYPASS TO BUNKER RD

Project Work Types Before Revision: BRIDGE/STRUCTURE - NEW

HIGHWAY/ROAD - NEW ROAD

Project Work Types After Revision: BRIDGE/STRUCTURE - NEW

HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision
Financial Data After Revision

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-00-0109 Lake County Departmer DELANY ROAD FROM WADSWORTH	•	CHANGE PROJECT	\$0	\$0 J)	\$0	0.00%	Limits Changed
Project Work Types Before Revision:	` ,	NNECTS AND TIMING OD LANES	•	v)			
Project Work Types After Revision:	SIGNALS - INTERCOM HIGHWAY/ROAD - AD SIGNALS - MODERNIE	DD LANES					
Financial Data Before Revision							
Financial Data After Revision							
10-00-0119 Lake County Departmer CEDAR LAKE ROAD FROM HART RO	•	CHANGE PROJECT KE) TO BACON ROAD	• -	\$0 KE)	\$0	0.00%	Limits Changed
Project Work Types Before Revision:	HIGHWAY/ROAD - EX SIGNALS - ADD SIGN HIGHWAY/ROAD - VE	ALS AT SINGLE INTE		CLEARANCE)			
Project Work Types After Revision:	HIGHWAY/ROAD - EX SIGNALS - ADD SIGN HIGHWAY/ROAD - VE	ALS AT SINGLE INTE		CLEARANCE)			
Financial Data Before Revision							

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal** Percent Conformity Project: Action (000)(000)Funds (000) Requirement Change 10-00-0120 Lake County Department of Transportation **CHANGE PROJECT** \$0 \$0 \$0 0.00% Limits Changed

CEDAR LAKE RD FROM IL 120 (LAKE/ROUND LAKE) TO IL 60 (LAKE/ROUND LAKE PARK)

Project Work Types Before Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

HIGHWAY/ROAD - ADD LANES

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)

Project Work Types After Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

HIGHWAY/ROAD - ADD LANES

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)

Financial Data Before Revision
Financial Data After Revision

		These Line Items are Illustrative Only They Are NOT Part of the TIP							
	MFT-ALL CONSTRU	JCTION	MYB	\$4,970	\$0				
10-00-0123 Lake County Departmen	nt of Transportation	CHANGE	PROJECT	\$0	\$0	\$0	0.00% Limits Changed		

CASE ROAD FROM DARRELL ROAD (LAKE/WAUCONDA) TO US 12 RAND ROAD (LAKE/WAUCONDA)

Project Work Types Before Revision: SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: SIGNALS - ADD SIGNALS AT SINGLE INTERSECTION

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision
Financial Data After Revision

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

MFT-ALL CONSTRUCTION MYB \$2,000 \$0

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Non-Exempt Projects Requiring Conformity

Determination

July 24, 2009

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal**

(000)Funds (000) Change \$0

Percent Conformity Requirement

10-02-0013 IDOT District 1 Division of Highways

CHANGE PROJECT

\$0

0.00% Limits Changed

US 45 FROM IL 60 (LAKE/INDIANA CREEK) TO IL 22 (LAKE/MUNDELEIN) LINCOLNSHIRE, RIVERWOODS, VERNON HILLS

Action

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision Financial Data After Revision

Project:

ILL CONSTRUCTION MYB \$35,000 \$0 1884900100 ILL ROW ACQUISITION MYB \$6,000 \$0 1884900102		These Line Items are Illustrative Only They Are NOT Part of the TIP									
ILL ROW ACQUISITION MYB \$6,000 \$0 1884900102	ILL	CONSTRUCTION	MYB	\$35,000	\$0	1884900100					
	ILL	ROW ACQUISITION	MYB	\$6,000	\$0	1884900102					

10-03-0007 Lake County Department of Transportation

CHANGE PROJECT

\$0

(000)

\$0 \$0

0.00% Limits Changed

DOWELL RD/FISHER RD AT DARRELL RD (LAKE/ISLAND LAKE)

Project Work Types Before Revision: MISCELLANEOUS - EXEMPT TESTED PROJECTS

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)

Project Work Types After Revision: MISCELLANEOUS - EXEMPT TESTED PROJECTS

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

HIGHWAY/ROAD - VERTICAL/HORIZONTAL ALGNMENT (E.G. CLEARANCE)

Financial Data Before Revision Financial Data After Revision

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

MFT-ALL CONSTRUCTION

MYB

\$7.200

Project:	Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
10-08-0024 Lake County Department of Transportation	CHANGE PROJECT	\$0	\$0	\$0		Limits Changed
LAKE COUNTY PASSAGE 2009 ACTIVITIES AT VARIOUS						
Project Work Types Before Revision: SIGNALS - INTERCO	NNECTS AND TIMING					
Project Work Types After Revision: SIGNALS - INTERCO	NNECTS AND TIMING					
Financial Data Before Revision						
Financial Data After Revision						
10-08-0025 Lake County Department of Transportation LAKE COUNTY PASSAGE 2010 ACTIVITIES AT VARIOUS	CHANGE PROJECT LOCATIONS (LAKE)	\$0	\$0	\$0	0.00%	Limits Changed
Project Work Types Before Revision: SIGNALS - INTERCO	NNECTS AND TIMING					
Project Work Types After Revision: SIGNALS - INTERCO	NNECTS AND TIMING					
Financial Data Before Revision						
Financial Data After Revision						
10-08-0026 Lake County Department of Transportation MIDLOTHIAN ROAD FROM IL 137 (LAKE/LIBERTYVILLE) T	CHANGE PROJECT	•	\$0 RTYVILLE)	\$0	0.00%	Limits Changed
Project Work Types Before Revision: HIGHWAY/ROAD - R	ECONST WITH CHANG	GE IN USE OR WID	TH OF LANE			
Project Work Types After Revision: HIGHWAY/ROAD - R	ECONST WITH CHANG	GE IN USE OR WID	TH OF LANE			
Financial Data Before Revision						
Financial Data After Revision						

Chicago Metropolitan Agency for Planning July 24, 2009

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Non-Exempt Projects Requiring Conformity Determination

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal** Conformity Percent (000)(000)Funds (000) Requirement Change \$0 \$0 0.00% New Project

ROLLINS RD AT IL 83 CANADIAN NATIONAL RR (LAKE/ROUND LAKE BEACH)

Project Work Types Before Revision:

Project Work Types After Revision: BRIDGE/STRUCTURE - NEW

10-08-0027 Lake County Department of Transportation

Financial Data Before Revision
Financial Data After Revision

Project:

These Line Items are Illustrative Only -- They Are NOT Part of the TIP

CTEF CONSTRUCTION MYB \$40,000 \$0

10-08-0029 Lake County Department of Transportation NEW PROJECT \$0 \$0 0.00% New Project

WASHINGTON STREET FROM SHERIDAN ROAD (LAKE/WAUKEGAN) TO PERSHING ROAD (LAKE/WAUKEGAN)

Action

NEW PROJECT

Project Work Types Before Revision:

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD

Financial Data Before Revision
Financial Data After Revision

These Line Items are Illustrative Only They Are NOT Part of the TIP									
CTEF	CONSTRUCTION	MYB	\$7,762	\$0					
CTEF	ENGINEERING	MYB	\$776	\$0					

10-08-0030 Lake County Department of Transportation NEW PROJECT \$0 0.00% New Project

WASHINGTON STREET FROM HAINESVILLE ROAD (LAKE/HAINESVILLE) TO LAKE STREET (LAKE/GRAYSLAKE)

Project Work Types Before Revision:

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision
Financial Data After Revision

Chicago Metropolitan Agency for Planning July 24, 2009

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Non-Exempt Projects Requiring Conformity

Determination

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal**

(000)

(000)

Funds (000)

Percent Conformity Requirement Change

10-08-0031 Lake County Department of Transportation WASHINGTON STREET AT AT THE CANADIAN NATIONAL RR (LAKE/GRAYSLAKE)

NEW PROJECT

Action

\$0

\$0

0.00% New Project

0.00% Limits Changed

Project Work Types Before Revision:

Project Work Types After Revision: BRIDGE/STRUCTURE - NEW

Financial Data Before Revision Financial Data After Revision

Project:

These Line Items are Illustrative Only -- They Are NOT Part of the TIP CTEF CONSTRUCTION **MYB** \$40,000 \$0

CHANGE PROJECT 10-09-0015 IDOT District 1 Local Roads \$100 \$100 \$0 BELVIDERE STREET (FAU 1225) FROM SHERIDAN ROAD (LAKE/WAUKEGAN) TO PERSHING ROAD (LAKE/WAUKEGAN) OVER IL 137

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD

BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD

BRIDGE/STRUCTURE - RECONST/REHAB NO CHNG IN #, WDTH, OR LANE

Financial Data Before Revision

Financial Data After Revision

10-09-0039 Lake County Department of Transportation CHANGE PROJECT \$0 \$0 0.00% Limits Changed

CH V61 Fairfield Road AT IL 176 Liberty Street (LAKE/Wauconda)

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Project Work Types After Revision: **INTERCHANGE - NEW**

HIGHWAY/ROAD - INTERSECTION IMPROVEMENT

Financial Data Before Revision

Financial Data After Revision

These Line Items are Illustrative Only -- They Are NOT Part of the TIP **CTEF** CONSTRUCTION MYB \$1.700

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Non-Exempt Projects Requiring Conformity Determination

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal** Percent Conformity Project: Action (000)(000)Funds (000) Requirement Change 10-09-0109 IDOT District 1 Division of Highways **CHANGE PROJECT** \$810 \$810 \$0 0.00% Limits Changed

IL 120 ILL 120 FROM RIVER RD (LAKE/Gurnee) TO ALMOND RD (LAKE/Gurnee)

Project Work Types Before Revision: HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Project Work Types After Revision: HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision Financial Data After Revision

10-94-0007 IDOT District 1 Division of Highways LINE ITEM \$3,380 \$3,380 999.99% Limits Changed

US 45 LAKE AVE FROM WASHINGTON ST (LAKE/THIRD LAKE) TO IL 120 (LAKE/GRAYSLAKE) PHASE 1 STUDY IL 132 TO IL 176.

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

Financial Data Before Revision
Financial Data After Revision

HARRIS RD

These Line Items are Illustrative Only They Are NOT Part of the TIP								
NHS	CONSTRUCTION	MYB	\$9,985	\$7,988 1710970300				

10-94-0017 Lake County Department of Transportation CHANGE PROJECT \$0 \$0 \$0 0.00% Scenario Year Change MIDLOTHIAN RD FROM PETERSON RD (LAKE/LIBERTYVILLE) TO HARRIS RD (LAKE/LIBERTYVILLE) EXTENDING MIDLOTHIAN RD (NORTH) AND CONNECT WITH

Project Work Types Before Revision: HIGHWAY/ROAD - EXTEND ROAD

SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

HIGHWAY/ROAD - CORRIDOR IMPROVEMENT

Project Work Types After Revision: HIGHWAY/ROAD - EXTEND ROAD

SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

HIGHWAY/ROAD - CORRIDOR IMPROVEMENT

Financial Data Before Revision Financial Data After Revision

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Non-Exempt Projects Requiring Conformity

Determination

		Pre-Revision Federal Funds	Post-Revision Federal Funds	Change in Federal	Percent	Conformity
Project:	Action	(000)	(000)	Funds (000)		Requirement
10-95-0001 IDOT District 1 Division of Highways	NEW PROJECT		\$0	\$0	0.00%	New Project
Project Work Types Before Revision:						

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

BRIDGE/STRUCTURE - REPLACE

HIGHWAY/ROAD - INTERSECTION RECONSTRUCTION

HIGHWAY/ROAD - CURB AND GUTTER

Financial Data Before Revision
Financial Data After Revision

11-00-0200 McHenry County Division of Transportation CHANGE PROJECT \$0 \$0 0.00% Scenario Year Change

IL 31 FROM IL 120 (MCHENRY/RINGWOOD) TO NORTH OF GRACY RD (MCHENRY/MCHENRY)

Project Work Types Before Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

HIGHWAY/ROAD - NEW ROAD

BRIDGE/STRUCTURE - NEW

Project Work Types After Revision: SIGNALS - NEW SIGNALS FOR MULTIPLE INTERSECTIONS

HIGHWAY/ROAD - NEW ROAD BRIDGE/STRUCTURE - NEW

Financial Data Before Revision
Financial Data After Revision

These Line Items are Illustrative Only They Are NOT Part of the TIP									
OTH	ENGINEERING-II	11	\$270	\$0					
OTH	ROW ACQUISITION	11	\$14,000	\$0					
OTH	CONSTRUCTION	MYB	\$31,400	\$0 FY 13					
OTH	ENGINEERING-I	10	\$800	\$0					

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal** Percent Conformity Action (000)(000)Funds (000) Requirement Change \$1,756 11-03-0016 McHenry County Council of Mayors **CHANGE PROJECT** \$1,756 \$0 0.00% Limits Changed

RICHMOND WEST BYPASS FROM US 12 (MCHENRY/RICHMOND) TO IL 31 (MCHENRY/RICHMOND)

Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD

Financial Data Before Revision Financial Data After Revision

Project:

		These	Line Items a	s are Illustrative Only They Are NO			the TIP
	OTH	CONSTRUCTION	MYB	\$0	\$0		
11-07-0010 McHenry County Council	of Mayor	S CHANGE F	PROJECT	\$1,644	\$1,644	\$0	0.00% Scenario Year Change

HANSON RD FROM HUNTINGTON DRIVE (MCHENRY) TO EDGEWOOD DRIVE (MCHENRY)

Project Work Types Before Revision: BICYCLE FACILITY

PEDESTRIAN FACILITY

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Project Work Types After Revision: BICYCLE FACILITY

PEDESTRIAN FACILITY

HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE

Financial Data Before Revision Financial Data After Revision

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requirement
11-07-0011 McHenry County Counci	•	CHANGE PROJECT	, ,	\$1,000	\$0	0.00%	Limits Changed
	HIGHWAY/ROAD -	,	VEMENT GE IN USE OR WID	TH OF LANE			
7,	HIGHWAY/ROAD	- INTERSECTION IMPROV - RECONST WITH CHANC - CONTINUOUS BI-DIREC	GE IN USE OR WID				
Financial Data Before Revision							
Financial Data After Revision							
11-08-0018 McHenry County Counci HALIGUS ROAD (FAU 3869) FROM M	•	CHANGE PROJECT 4039) (MCHENRY) TO RE	. ,	\$1,027 975) (MCHENRY)	\$0	0.00%	Limits Changed
	HIGHWAY/ROAD -	- INTERSECTION IMPROV - RECONST WITH CHANC - CONTINUOUS BI-DIREC	GE IN USE OR WID				
, , , , , , , , , , , , , , , , , , ,	HIGHWAY/ROAD	- INTERSECTION IMPROV - RECONST WITH CHANC - CONTINUOUS BI-DIREC	GE IN USE OR WID				
Financial Data Before Revision							
Financial Data After Revision							

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Non-Exempt Projects Requiring Conformity Determination

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal** Percent Conformity Project: Action (000)(000)Funds (000) Requirement Change \$262 11-09-0015 McHenry County Council of Mayors **CHANGE PROJECT** \$262 \$0 0.00% Limits Changed US 14 Virginia Street FROM FAU 119 Dole Avenue (MCHENRY) TO Keith Avenue (MCHENRY) Project Work Types Before Revision: SIGNALS - INTERCONNECTS AND TIMING SIGNALS - MODERNIZATION Project Work Types After Revision: SIGNALS - INTERCONNECTS AND TIMING SIGNALS - MODERNIZATION **Financial Data Before Revision** Financial Data After Revision 11-09-0028 McHenry County Council of Mayors **CHANGE PROJECT** \$262 \$262 \$0 0.00% Limits Changed FAU 41 Raffel Road AT Banford Road (MCHENRY/Woodstock) The intersection of IL Route 120 is not within the project limits. The improvements begin north Project Work Types Before Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE Project Work Types After Revision: HIGHWAY/ROAD - RECONST WITH CHANGE IN USE OR WIDTH OF LANE **Financial Data Before Revision Financial Data After Revision**

		Pre-Revision	Post-Revision	Change in		
		Federal Funds	Federal Funds	Federal	Percent	Conformity
Project:	Action	(000)	(000)	Funds (000)	Change	Requirement
12-07-0007 Will County Highway Department	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Scenario Year Change

GOUGAR RD FROM LARAWAY ROAD (WILL/NEW LENOX) TO US 52 (WILL/MANHATTAN)

Project Work Types Before Revision: HIGHWAY/ROAD - NEW ROAD

HIGHWAY/ROAD - CURB AND GUTTER

HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Project Work Types After Revision: HIGHWAY/ROAD - NEW ROAD

HIGHWAY/ROAD - CURB AND GUTTER

HIGHWAY/ROAD - CONTINUOUS BI-DIRECTIONAL TURN LANES

Financial Data Before Revision
Financial Data After Revision

	These L	ine Items are	e Illustrative O	nly They Are NOT Part of the TIP	
STP-L	CONSTRUCTION	MYB	\$12,000	\$9,600	
MFT-ALL	ROW ACQUISITION	MYB	\$4,000	\$0	
MFT-ALL	ENGINEERING-II	MYB	\$1,800	\$0	
MFT-ALL	CONSTRUCTION	MYB	\$1,200	\$0	

12-07-0021 Grundy County Highway Department CHANGE PROJECT \$150 \$150 \$0 RIDGE ROAD AT (1/4 MI. SOUTH OF) RIDGE RD (GRUNDY) EXISTING RAIL STRUCTURE AND WIDENING OF THE CN RAIL STRUCTURE

Project Work Types Before Revision: HIGHWAY/ROAD - ADD LANES

BRIDGE/STRUCTURE - REPLACE

Project Work Types After Revision: HIGHWAY/ROAD - ADD LANES

BRIDGE/STRUCTURE - REPLACE

Financial Data Before Revision
Financial Data After Revision

	These Line Items are Illustrative Only They Are NOT Part of the TIP									
HPP	ROW ACQUISITION	MYB	\$100	\$50						
HPP	CONSTRUCTION	MYB	\$4,500	\$4,500						

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Non-Exempt Projects Requiring Conformity

Determination

0.00% Limits Changed

Project:		Action	Pre-Revision Federal Funds (000)	Post-Revision Federal Funds (000)	Change in Federal Funds (000)	Percent Change	Conformity Requiremen
12-08-0032 Will County Highway De		CHANGE PROJECT	\$0	\$0	\$0		Limits Changed
HOUBOLT ROAD AT OLYMPIC BLVD	(N OF) (WILL/JOLIE	ET)					
Project Work Types Before Revision:		ECONSTRUCTION WIDEN LANES AND RES	SURFACE				
Project Work Types After Revision:	INTERCHANGE - RI HIGHWAY/ROAD - Y	ECONSTRUCTION WIDEN LANES AND RES	SURFACE				
Financial Data Before Revision							
Financial Data After Revision							
12-09-0011 CMAP		CHANGE PROJECT	\$128	\$128	\$0	0.00%	Limits Changed
	T (WILL/WILMINGTO	ON) TO Water St (WILL/W	/ILMINGTON) AND	IL102 from Baltimore	to Kahler		
IL 53 BALTIMORE ST FROM FIRST S	,	,	/ILMINGTON) AND	IL102 from Baltimore	to Kahler		
IL 53 BALTIMORE ST FROM FIRST S' Project Work Types Before Revision: Project Work Types After Revision:	SIGNALS - INTERC	ONNECTS AND TIMING	/ILMINGTON) AND	IL102 from Baltimore	to Kahler		
IL 53 BALTIMORE ST FROM FIRST S' Project Work Types Before Revision: Project Work Types After Revision:	SIGNALS - INTERC	ONNECTS AND TIMING	/ILMINGTON) AND	IL102 from Baltimore	to Kahler		
IL 53 BALTIMORE ST FROM FIRST S' Project Work Types Before Revision:	SIGNALS - INTERC	ONNECTS AND TIMING	/ILMINGTON) AND	IL102 from Baltimore	to Kahler		
IL 53 BALTIMORE ST FROM FIRST S' Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision 12-09-0028 IDOT District 1 Division	SIGNALS - INTERC SIGNALS - INTERC	ONNECTS AND TIMING ONNECTS AND TIMING CHANGE PROJECT	\$284	IL102 from Baltimore	to Kahler	0.00%	Limits Changed
Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision 12-09-0028 IDOT District 1 Division IL 53 ILL 53 AT MIDEWIN NATIONAL	SIGNALS - INTERC SIGNALS - INTERC of Highways TALLGRASS PRAIR	ONNECTS AND TIMING ONNECTS AND TIMING CHANGE PROJECT IE (0.8 MI S OF PRAIRIE	\$284 CREEK (WILL)	\$284		0.00%	Limits Changed
Project Work Types Before Revision: Project Work Types After Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision 12-09-0028 IDOT District 1 Division IL 53 ILL 53 AT MIDEWIN NATIONAL Project Work Types Before Revision:	SIGNALS - INTERC SIGNALS - INTERC of Highways TALLGRASS PRAIR HIGHWAY/ROAD -	ONNECTS AND TIMING ONNECTS AND TIMING CHANGE PROJECT IE (0.8 MI S OF PRAIRIE CONTINUOUS BI-DIREC	\$284 CREEK (WILL) TIONAL TURN LAN	\$284 IES		0.00%	Limits Changed
IL 53 BALTIMORE ST FROM FIRST S' Project Work Types Before Revision: Project Work Types After Revision: Financial Data Before Revision Financial Data After Revision	SIGNALS - INTERC SIGNALS - INTERC of Highways TALLGRASS PRAIR HIGHWAY/ROAD -	ONNECTS AND TIMING ONNECTS AND TIMING CHANGE PROJECT IE (0.8 MI S OF PRAIRIE CONTINUOUS BI-DIREC	\$284 CREEK (WILL) TIONAL TURN LAN	\$284 IES		0.00%	Limits Changed

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Non-Exempt Projects Requiring Conformity

Determination

		Pre-Revision	Post-Revision	Change in		
Project:	Action	Federal Funds (000)	Federal Funds (000)	Federal Funds (000)	Percent Change	Conformity Requirement
12-09-0037 Will County Council of Mayors	CHANGE PROJECT	\$75	\$75	\$0	0.00%	Limits Changed

IL 288 Broadway FROM North Street (GRUNDY/Coal City) TO IL 113 Division Street (GRUNDY/Coal City)

Project Work Types Before Revision: HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Project Work Types After Revision: HIGHWAY/ROAD - WIDEN LANES AND RESURFACE

Financial Data Before Revision
Financial Data After Revision

16-96-0061 CTA CHANGE PROJECT \$181,231 \$181,231 \$0 0.00% Limits Changed

CTA - 031.054 REPLACE BUSES

Project Work Types Before Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Project Work Types After Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision
Financial Data After Revision

	These Line Items are Illustrative Only They Are NOT Part of the TIP									
OTH	IMPLEMENTATION	MYB	\$75,000	\$0	OTHER					
ILLT	IMPLEMENTATION	MYB	\$90,000	\$0	NEW STATE FUNDING FY13					
SB	IMPLEMENTATION	MYB	\$6,718	\$0	CTA OPERATING FY13					
5307	IMPLEMENTATION	MYB	\$15,189	\$15,189	FTA FY13					

		Pre-Revision	Post-Revision	Change in		
		Federal Funds	Federal Funds	Federal	Percent	Conformity
Project:	Action	(000)	(000)	Funds (000)	Change	Requirement
17-08-0039 Pace	CHANGE PROJECT	\$495	\$495	\$0	0.00%	Limits Changed

PACE - PLAINFIELD PARK & RIDE 143RD ST AMD VAN DYKE RD

Project Work Types Before Revision: PARKING - NEW LOT OR GARAGE

Project Work Types After Revision: PARKING - NEW LOT OR GARAGE

Financial Data Before Revision

Financial Data After Revision

		These Line Items are Illustrative Only They Are NOT Part of the TIP							
	5309C	IMPLEMENTATION	MYB	\$100	\$100				
17-09-0033 Pace		CHANGE P	ROJECT	\$500	\$500	\$0	0.00% Limits Changed		
Park-n-Ride in Homewood AT Halsted	St & Ridge	e Road (COOK/Homewood	l)						
Project Work Types Before Revision	: PARKING	G - EXPAND NUMBER OF	SPACES						
Project Work Types After Revision:	PARKING	G - EXPAND NUMBER OF	SPACES						
Financial Data Before Revision									
Financial Data After Revision									
17-09-2002 Pace		CHANGE P	ROJECT	\$1,907	\$1,907	\$0	0.00% Limits Changed		
Pace - Non Revenue Vehicles									
Project Work Types Before Revision	ROLLING	STOCK - REPLACE EXIS	STING VEHICL	ES					
Project Work Types After Revision:	ROLLING	S STOCK - REPLACE EXIS	STING VEHICL	ES					
Financial Data Before Revision									
Financial Data After Revision									

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Non-Exempt Projects Requiring Conformity

Determination

Pre-Revision Post-Revision Change in **Federal Funds Federal Funds Federal** Percent Conformity Project: Action (000)(000)**Funds (000)** Requirement Change 17-94-0002 Pace **CHANGE PROJECT** \$22,680 \$22.680 \$0 0.00% Limits Changed

PACE-PURCHASE REPLACEMENT AND EXPANSION VANS AT (REGIONWIDE) SYSTEMWIDE- PURCHASE VANS; MINOR EXPANSION OF FLEET

Project Work Types Before Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Project Work Types After Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision
Financial Data After Revision

		These Line Items are Illustrative Only They Are NOT Part of the TIP					the TIP
	5307	IMPLEMENTATION	MYB	\$4,400	\$4,400		
17-94-0008 Pace		CHANGE F	PROJECT	\$25,454	\$25,454	\$0	0.00% Limits Changed

Pace - Purchase/Replace Fixed Rte Buses

Project Work Types Before Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Project Work Types After Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision
Financial Data After Revision

17-94-0009 Pace

	These Line Items are Illustrative Only They Are NOT Part of the TIP							
5307	IMPLEMENTATION	MYB	\$16,519	\$13,215				
5307	IMPLEMENTATION	MYB	\$7,500	\$7,500				
	CHANGE P	ROJECT	\$26,950	\$26,950	\$0	0.00% Limits Changed		

PACE-PURCHASE/REPLACE PARATRANSIT V

Project Work Types Before Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Project Work Types After Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision
Financial Data After Revision

These Line Items are Illustrative Only They Are NOT Part of the TIP								
5307	IMPLEMENTATION	MYB	\$3,000	\$3,000				

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Non-Exempt Projects Requiring Conformity

Determination

		Pre-Revision	Post-Revision	Change in		
		Federal Funds	Federal Funds	Federal	Percent	Conformity
Project:	Action	(000)	(000)	Funds (000)	Change	Requirement
18-08-1700 Metra	CHANGE PROJECT	\$0	\$0	\$0	0.00%	Limits Changed

PURCHASE BI-LEVEL COMMUTER CARS REGIONWIDE

Project Work Types Before Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Project Work Types After Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision
Financial Data After Revision

	These L	ine Items ar	e Illustrative On	ly They A	Are NOT Part of the TIP
5307	IMPLEMENTATION	MYB	\$1,000	\$800	
ILLT	IMPLEMENTATION	MYB	\$1	\$0	3913
		DO 1507			0.000/ 1: " 0.

18-09-1410 Metra CHANGE PROJECT \$0 \$0 0.00% Limits Changed

Purchase Bi-Level Cars

Project Work Types Before Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Project Work Types After Revision: ROLLING STOCK - REPLACE EXISTING VEHICLES

Financial Data Before Revision
Financial Data After Revision

These Line Items are Illustrative Only They Are NOT Part of the TIP							
ILLT	IMPLEMENTATION	MYB	\$40,000	\$0			

Totals for 98 Projects \$473,720 \$476,134 \$2,414 0.5%







Congestion Pricing

For more information visit www.metroplanning.org or contact Peter Skosey 312.863.6004 or pskosey@metroplanning.org.

What is Congestion Pricing?

Congestion pricing is an innovative strategy used to help reduce congestion, improve the environment, and promote multimodal approaches to meet transportation needs. Successful only if coupled with significant transit improvements, congestion pricing gives people the choice to pay a fee for an uncongested commute or travel on an alternative route or mode of transit. With the Highway Trust Fund becoming increasingly unsteady and congestion in our region worsening, this fact sheet will highlight places where congestion pricing has worked and explore options to improve our transit system coupled with variations of congestion pricing practices.

Why is congestion pricing being studied?

It's no secret traffic congestion in Chicagoland is bad and getting worse. Traffic is costing our region more than \$7.3 billion every year in wasted fuel, time, and environmental damages. To compete globally, our region needs to identify transportation strategies and investments that will strengthen our communities. A coordinated strategy to increase travelers' transportation options, while reducing traffic levels and increasing speeds on both expressways and arterials, will be necessary to reduce congestion without inadvertently adding to regional air pollution. Congestion pricing is one of those strategies.



Traffic along the Kennedy Expressway

Won't the traffic move from tollways and expressways into our communities?

If done correctly, congestion pricing will increase options to encourage public transportation use. London increased transit capacity by 30 percent while Stockholm and Oslo added between 6 and 9 percent additional capacity prior to implementing congestion pricing programs.



Chicago's Concrete Jungle: Kennedy, Ryan, Eisenhower Junction

What happens to the revenues collected from congestion pricing?

Once capital development and ongoing maintenance and operations costs are covered, additional funds can be used for other transportation-related initiatives - even funding transit in the corridor to address diversion.

Is congestion pricing a regressive tax?

A study from the UCLA Transportation Studies Center concluded that using the sales tax to fund roadways shifts the burden of paying for the roads to all consumers and not the users of the road. It disproportionately favors the affluent at the expense of the improverished.

Also, since congestion pricing will only be successful with complimentary transit improvements, by adding buses and increasing transit capacity, those with limited resources would also have more options to keep their transportation costs low.

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Where does congestion pricing exist?

Congestion pricing is used in many industries. Airline ticket prices, phone charges, and electricity rates, for example, vary by level of demand. Even the Washington D.C. region's Metro transit system charges users higher rates for the morning and afternoon rush hours to accommodate the influx of commuters. During the holiday season or rush hours, or in congested locations, some cities incorporate congestion pricing mechanisms into their parking policies as well. This practice encourages the use of public transportation, for example, which helps alleviate traffic problems and bottleneck conditions.

CONGESTION PRICING IN THE USA

Whether a system based on peak hours or varied based on level of traffic, congestion pricing is a tool that has helped several U.S. cities address pressing traffic concerns and generate clean, healthy, and affordable alternatives for people to get where they need to go. Different approaches to congestion pricing have been tried throughout the country with varying degrees of success. Those that have produced the best results made significant investments in transit before congestion pricing techniques were introduced.

SR-91 Express Lanes I-394 HOT Lanes **CONGESTION PRICING IN THE** 32 million hours saved 20-minute daily time savings \$480 million in added \ 12% reduction in crashes **UNITED STATES** economic productiv-3.000 vehicle reduction in ity and quality of life regular lanes benefits 12-13 minutes of travel time savings Fort Myers Bridges 71% of Lee County residents changed their driving behavior I-15 HOT Lanes for a 25¢ discount 25% increase in bus ridership financed by toll revenues \$1.85 million capital costs, \$1million in revenues I-25 & US 36 HOT Lanes **Under Study** 20-minute savings 96% on-time rating in first year of In Construction/Operational Capital costs defrayed from fedoperation of HOT lanes eral grants, all revenues subsidized 18 miles of BRT on US36 will improve time savings of 13-15 minnew bus service

INTERNATIONAL EXAMPLES

LONDON

Congestion pricing type: 2003 Cordon pricing \$13 charge to enter CBD

713 charge to

30% average drop in congestion

37% average increase in traffic speed

\$174 million to reinvest in public transit

Transit

Results:

1,000 new buses to the road

85% of people entering capital take public transit

STOCKHOLM

Congestion pricing type:

2006 Cordon pricing experiment \$294 million to implement, \$50 million to operate



utes between Denver and Boulder

Results:

Daily decline of 115,000 trips per day

14% reduction of exhaust emission

Removed 100,000 vehicles during peak business hours

Transit

Between 6 and 9 percent of additional capacity 197 new buses, 16 new bus lines, park-n-ride facilities

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Congestion Pricing Study

For more information visit www.metroplanning.org or contact Peter Skosey 312.863.6004 or pskosey@metroplanning.org.

The Illinois Tollway, in partnership with MPC and Wilbur Smith Associates (WSA), is in the final stages of the two-year study to develop strategies that will reduce congestion in the region. The study models the impacts of congestion pricing on the Tollway, as well as IDOT expressways, and considers the diversion to local roads. It considers a range of scenarios, routes, and configurations to help reach desired goals. Some of these variables include an analysis:

- 1. By method: Variable (level of congestion) vs. Fixed (rush hours)
- 2. By time periods: Weekend vs weekday, rush hour vs. non-rush hour
- 3. By scenario
 - a. Tollways, IDOT expressways
 - b. One new lane, convert existing lane, all lanes
- 4. By vehicle type cars vs. trucks

Outreach Efforts

- Met with 11 Councils of Government, CMAP transportation committee (over 350 people)
- Held focus groups with I-PASS, Cash, Non-Tollway Drivers and trucking industry
- Conducted 2 stakeholder workshops for agency representatives and elected officials
- Received almost 2,000 responses to "Stated Preference Surveys" (I-PASS users, cash users, and Talking Transit subscribers

Workshop Results

Benefits of Congestion Pricing

Public Agency Workshop	Public Officials Workshop
1. Reinvest revenues	1. Shift traffic (reduce congestion)
2. Reduce congestion	2. Potential comprehensive solution
3. Providing alternatives	3. Mode shift
4. Traffic management	4. Save money (gas consumption)
5. Increase revenues	5. Reduce pollution
6. Environmental	6. Economic benefit
	7. Create additional revenue

Obstacles to Congestion Pricing

Public Agency Workshop	Public Officials Workshop
1. Lack of transportation options	Social equity (affordability)
2. Public acceptance	2. Lack of options (transit/transportation)
3. Lack of political will	3. Cost of implementation
4. Diversion to arterials	4. Diversion to local roads
5. Social equity	5. Public opinion
6. Public education	6. Inability to shift work hours
7. Diversion to transit (unfunded)	7. Piecemeal approach
8. Implementation costs	8. Economic impacts (businesses)
9. Determining peak hours	9. Potential to create more congestion

The study will produce a final written report that evaluates the traffic and revenue impacts of the various pricing scenarios. These results will be used to help guide regional decision-making on potential pricing strategies.

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Phase One: Modeling Results

The first phase of modeling results considered 27 different segments along Illinois Tollways and IDOT expressways. The segments were given rankings based on two scenarios:

Inside Lane Converted to a Managed Lane:



Managed lane added in sections less than four lanes or convert a lane otherwise



Each of the secenarios were evaluated based on four key factors:

2007 Weekday Congestion: % severely congested VMT (speed < 35mph), # hours/day of severe congestion, average peak-period speed, reliability of time (planning time index)

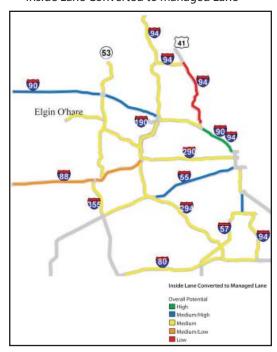
Constructability: Existing right of way, inside/outside shoulder widths, number of overpasses and underpasses, elevated sections, retaining walls, frequency of interchanges, left hand exit/entry ramps, etc.

Revenue Potential: Managed lane revenue at \$0.15/mile used to rate revenue potential, compared annual managed lane revenue to annual maintenance and operating cost of \$100,000/mile

Traffic Management Potential: High utilization at low toll rates preferred (>20%), low diversion preferred (< 5-10%)

Diversion Rate (%) = $\underline{\text{(VMT}_{ML+GP}} = \underline{\text{VMT}_{MB}}$. X 100 $\underline{\text{VMT}_{NB}}$. ML Utilization Rate (%) = $\underline{\text{VMT}_{ML \ ONLY}}$ X 100 $\underline{\text{VMT}_{ML+GP}}$

Inside Lane Converted to Managed Lane



Managed Lane Added in Sections Less than Four Lanes, Convert a Lane Otherwise



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Inside Lane Converted to Managed Lane Scenario One

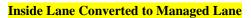
Summary Results
July 2009





	Legend:	() Low	O Low/Medium	Mediu	ım O M	/Iedium/Higl	h High	1
ID #	Segment			2007 Weekday Congestion	Construct- ability	Revenue Potential	Traffic Management Potential	Overall
17	I-90 Kennedy Re	versible between	I-94 Edens and Ohio St.	•	•	•	•	•
7	I-90 Jane Addam	s Tollway betwee	en IL-31 and I-290	0	0	0	0	0
8	I-90 Jane Addam	s Tollway betwee	en I-290 and I-294	0	0	0	0	0
18			nd I-90 Chicago Skyway express lanes case)	•	0	•	•	0
18			nd I-90 Chicago Skyway express lanes case)	•	0	•	•	0
24	I-55 Stevenson b	etween I-294 and	I-90/94	•	0	0	0	0
1	I-355 Veterans T	Collway between	I-55 and Ogden Ave.	0	0	0	•	0
2	I-355 Veterans T 290	follway between	Butterfield Ave. and I-	0	0	0	•	0
3	I-294/I-94 Tri-Stand IL-176	ate Tollway betw	een US-41 (Edens Spur)	()	0	0	•	0
4	I-294/I-94 Tri-Sta Rd.	ate Tollway betw	een I-90 and Lake Cook	0	0	0	•	0
5	I-294/I-94 Tri-Sta Interchange and I		een I-88 North	0	0	0	0	0
6	I-294/I-94 Tri-Sta Interchange	ate Tollway betw	een I-80 and I-88 South	0	0	0	0	0
11	I-80 between I-35	55 and I-294		0	0	0	0	0
12	I-290 Eisenhowe	r between I-90 an	d I-355	0	0	\bigcirc	0	0
13	I-290 Eisenhowe	r between I-355 a	nd US-12/US-20	•	(_)	0	0	\oslash
14	I-290 Eisenhowe	r between US-12/	US-20 and I-90/94	•	(_)	\circ	0	0
15	I-90 Kennedy ber			•	(_)	•	0	0
20	and I-55 (one ma	naged lane conve	n I-90 Chicago Skyway rted on express lanes	0	(_)	0	•	0
20			n I-90 Chicago Skyway erted on express lanes	0	(_)	•		0

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21	I-57 between I-80 and I-94	0	0	\oslash	\bigcirc	0
22	I-94 Bishop Ford between I-80 and Dan Ryan	0	()	\circ	0	0
23	I-55 Stevenson between I-355 and I-294	0	•	0	0	0
25	IL-53 between I-90 and Lake Cook Rd.	Ø	\bigcirc	0	\circ	0
26	Elgin-O'Hare between US-20 and I-290	0	0	0	0	0
9	I-88 Ronald Reagan Tollway between IL-31 and I-355 West Interchange	0	0	()	0	0
10	I-88 Ronald Reagan Tollway between I-355 East Interchange and I-290	0	0	()	0	0
27	I-94 Edens between I-90 and US-41 (Edens Spur)	•	$\langle \rangle$	\bigcirc	0	\bigcirc
16	I-90 Kennedy Local between I-94 Edens and Ohio St.	•	NA	NA	NA	NA
19	I-90/94 Dan Ryan Local between I-90 Chicago Skyway and I-55 (one managed lane converted on express lanes case)	•	NA	NA	NA	NA
19	I-90/94 Dan Ryan Local between I-90 Chicago Skyway and I-55 (two managed lanes converted on express lanes case)	•	NA	NA	NA	NA

July 21, 2009 Page A1-2







Managed Lane Added in Sections Less than Four Lanes,
Convert a Lane Otherwise
Scenario Two

Summary Results
July 2009



Managed Lane Added in Sections Less than Four Lanes, Convert a Lane Otherwise

	Legend:	C Low	O Low/Medium	Mediu	um O M	/ledium/Hig	h High	1	
ID #	Segment			2007 Weekday Congestion	Construct- ability	Revenue Potential	Traffic Management Potential	Overall	
17	I-90 Kennedy Rev	versible between	I-94 Edens and Ohio St.	•	•	•	•	•	
7	I-90 Jane Addams Lane between IL-		n IL-31 and I-290 (Add d.)	0	0	0	•	0	
8	I-90 Jane Addams Lane)	s Tollway betwee	n I-290 and I-294 (Add	0	0	0	•	0	
18	I-90/94 Dan Ryan (one managed lan		d I-90 Chicago Skyway spress lanes case)	•	0	•	•	0	
18			d I-90 Chicago Skyway express lanes case)	•	0	•	•	0	
24	I-55 Stevenson be	etween I-294 and	I-90/94 (Add Lane)	•	0	0	•	0	
26	Elgin-O'Hare bet	ween US-20 and	I-290 (Add Lane)	0	•	0	•	0	
4	I-294/I-94 Tri-Sta Rd.	te Tollway betwe	en I-90 and Lake Cook	0	0	0	•	0	
5	I-294/I-94 Tri-Sta Interchange and I		een I-88 North	0	0	0	0	0	
6	I-294/I-94 Tri-Sta Interchange	te Tollway betwe	een I-80 and I-88 South	0	0	0	0	0	
11	I-80 between I-35	5 and I-294 (Add	Lane)	0	0	\bigcirc	•	0	
12	I-290 Eisenhower	between I-90 and	1 I-355	0	0	\bigcirc	•	0	
13	I-290 Eisenhower Lane)	between I-355 a	nd US-12/US-20 (Add	•	0	\bigcirc	•	\oslash	
14	I-290 Eisenhower Lane between US		US-20 and I-90/94 (Add n)	•	(_)	0	•	0	
20	and I-55 (one mar case)	naged lane conver	n I-90 Chicago Skyway ted on express lanes		()	0	•	0	
20			n I-90 Chicago Skyway erted on express lanes	0	(_)	•	•	0	
22	I-94 Bishop Ford	between I-80 and	Dan Ryan (Add Lane)	0	(_)	0	•	0	
23	I-55 Stevenson be	etween I-355 and	I-294 (Add Lane)	0		\bigcirc	•	0	
1	I-355 Veterans To	ollway between I	-55 and Ogden Ave.	()	0	()	•	0	

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Managed Lane Added in Sections Less than Four Lanes, Convert a Lane Otherwise

3	I-294/I-94 Tri-State Tollway between US-41 (Edens Spur)	\odot	\bigcirc	0		
	and IL-176 (Add Lane Edens Spur)	_/				0
9	I-88 Ronald Reagan Tollway between IL-31 and I-355 West Interchange	0	0	()	0	0
10	I-88 Ronald Reagan Tollway between I-355 East Interchange and I-290	0	0	(_)	0	0
15	I-90 Kennedy between I-190 and I-94 Edens (Add Lane)	•	()	0	•	0
21	I-57 between I-80 and I-94 (Add Lane)	0	\bigcirc	()	•	0
25	IL-53 between I-90 and Lake Cook Rd. (Add Lane)	0	0	()	•	0
27	I-94 Edens between I-90 and US-41/Edens Spur (Add Lane)	•	\bigcirc	\bigcirc	•	0
2	I-355 Veterans Tollway between Butterfield Ave. and I-290 (Add Lane)	0	()	()	•	()
16	I-90 Kennedy Local between I-94 Edens and Ohio St.	•	NA	NA	NA	NA
19	I-90/94 Dan Ryan Local between I-90 Chicago Skyway and I-55 (one managed lane converted on express lanes case)	•	NA	NA	NA	NA
19	I-90/94 Dan Ryan Local between I-90 Chicago Skyway and I-55 (two managed lanes converted on express lanes case)	•	NA	NA	NA	NA

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Segment Analysis Results Detailed Appendix – Scenario One

Summary Results
July 2009

Inside Lane Converted to Managed Lane





Segment 1 – I-355 Veterans Memorial Tollway Between I-55 and Ogden Ave.

OVERALL RATING = Med

Segment length (mi): 7.22

Number of Lanes (2010) NB: 4 SB: 4

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = Low

	% Severely	# Hours/Day	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
	Congested VMT	With Severe Congestion		Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	0.69%	0	0.03	56.7	1.44	59.9	1.06
SB	3.05%	0	0.05	58.4	1.10	54.3	1.56

Comments: Based on three lanes NB and SB, 2010 congestion will likely be lower than 2007

Criteria #2 – Constructability

Rating = Med/High

		Shoulder lth (ft)	# Per Mile		
	Inside*	Outside*	Over- passes	Under- passes	
NB	12	12	1.0	0.6	
SB	12	12	1.0	0.6	

Comments: *Assumed from Illinois Tollway design standards

Criteria #3 – Revenue Potential

Rating = Low/Med

OTTOTION TO THE TOTION	ac i otem	1141					1141111	<u> </u>
Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net	\$168	\$405	\$710	\$902	\$968	\$947	\$760	\$519

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	-9.9%	0.5%	1.3%	2.3%	4.0%	5.2%	6.8%	9.9%
Diversion Rate	PM	-10.3%	2.3%	3.3%	5.3%	6.8%	8.7%	9.6%	10.3%
ML Utilization	AM	12.7%	12.4%	11.6%	10.7%	9.4%	8.2%	6.3%	3.5%
Rate	PM	10.4%	9.9%	8.0%	6.0%	4.1%	2.4%	0.8%	0.2%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: None

Inside Lane Converted to Managed Lane





Segment 2 – I-355 Veterans Memorial Tollway Between Butterfield Ave and I-290.

OVERALL RATING = Med

Segment length (mi): 9.10

Number of Lanes SB: 3 NB: 3

Overall Comments:

Criteria #1 - 2007 Weekday Congestion

Rating = **Low**

	% Severely	# Hours/Day	Av. Daily Delay/Mile (min/veh)	AM Po	eak	PM Peak	
	Congested VMT	With Severe Congestion		Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	1.03%	0	0.03	56	1.47	63	1.03
SB	1.45%	0	0.05	55	1.38	60	1.24

Comments:

Criteria #2 – Constructability

Rating = Low/Med

		Shoulder lth (ft)	# Per	Mile
	Inside	Outside	Over- passes	Under- passes
NB	10	10	1.1	1.0
SB	10	10	1.1	1.0

Comments: Inside shoulder 7ft at toll plaza

Criteria #3 - Revenue Potential

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Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$626	\$925	\$1,162	\$1,341	\$1,181	\$859	\$581	\$382

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 – Peak Period Traffic Management Potential

Rating = **High**

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	-12.0%	-5.8%	-3.1%	-0.1%	4.1%	6.6%	9.2%	12.0%
Diversion Rate	PM	-9.5%	-4.1%	-1.9%	1.4%	4.6%	8.1%	9.3%	9.5%
III D.	AM	28.1%	26.4%	22.8%	18.4%	13.5%	10.1%	6.5%	3.5%
Utilization Rate	PM	30.6%	17.9%	15.6%	12.1%	7.3%	2.0%	0.4%	0.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: None

Inside Lane Converted to Managed Lane





Segment 3 – I-294/I-94 Tri-State Tollway Between US-41 (Edens Spur) and IL-176.

OVERALL RATING = Med

Segment length (mi): 14.13

Number of Lanes (2010): 2 lanes both directions Edens Spur, 4 lanes both directions between Lake Cook

Rd. and IL-176

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = Low

	% Severely	% Severely # Hours/Day Av. Daily		AM Pe	eak	PM Peak	
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB/SB	0.51%	0	0.03	61	1.10	62	1.07
WB/NB	3.50%	0	0.06	66	0.97	52	1.67

Comments: Based on three lanes NB and SB between IL-22. and IL-176, 2010 congestion will likely be lower than 2007

Criteria #2 - Constructability

Rating = **Med**

		l Shoulder lth (ft)	# Per	Mile
	Inside	Outside	Over- passes	Under- passes
EB/SB	4-13	12	0.9	0.4
WB/NB	4-13	12	0.9	0.4

Comments: Outside shoulder smaller on bridges and overpasses on Edens Spur and inside shoulder smaller on some bridges north of Edens Spur, inside shoulder 4ft on Edens Spur and 12-13 ft elsewhere

Criteria #3 - Revenue Potential

	Rating = Med							
5	\$0.30	\$0.40						

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$1,189	\$1,401	\$2,372	\$3,120	\$3,725	\$4,179	\$4,621	\$5,009

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 -Peak Period Traffic Management Potential

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Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	1.1%	2.4%	3.4%	4.6%	5.4%	6.0%	6.6%	6.9%
	PM	1.5%	2.4%	4.4%	5.2%	6.0%	6.6%	7.3%	8.6%
Utilization Rate	AM	20.8%	16.1%	14.8%	13.4%	12.3%	11.8%	11.4%	10.8%
Ounzauon Kate	PM	16.8%	14.7%	11.4%	9.7%	8.6%	6.9%	5.8%	3.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus route 626

Inside Lane Converted to Managed Lane





Segment 4 – I-294/I-94 Tri-State Tollway Between. I-90 and Lake-Cook Rd.

OVERALL RATING = Med

Segment length (mi): 11.96

Number of Lanes (2010) SB: 4 NB: 4

Overall Comments:

Criteria #1 - 2007 Weekday Congestion

Rating = **Med**

	% Severely	# Hours/Day	Av. Daily	AM Pe	eak	PM Peak	
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
SB	5.25%	0	0.10	60.6	1.22	47.4	>3
NB	1.49%	0	0.06	56.0	1.26	59.3	2.29

Comments: Based on three lanes NB and SB, 2010 congestion will likely be lower than 2007

Criteria #2 - Constructability

Rating = Med/High

	1 (0111101	Shoulder lth (ft)	# Pei	Mile
	Inside*	Outside*	Over- Under passes passes	
SB	12	12	0.3	1.3
NB	12	12	0.3	1.3

Comments: *Assumed from Illinois Tollway design standards

Criteria #3 - Revenue Potential

D 4.	T .
Rating	= Low
Name	- LOW

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$376	\$565	\$626	\$532	\$259	\$52	\$0	\$0

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 – Peak Period Traffic Management Potential

Rating = **High**

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
D: ' D (AM	-0.8%	0.6%	1.7%	3.4%	4.4%	4.9%	5.2%	5.0%
Diversion Rate	PM	0.3%	0.9%	1.8%	1.7%	1.9%	2.1%	2.5%	2.7%
There is no in	AM	20.2%	13.7%	10.1%	5.8%	2.1%	0.3%	0.0%	0.0%
Utilization Rate	PM	11.1%	5.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: None

Inside Lane Converted to Managed Lane



Segment 5 – I-294/I-94 Tri-State Tollway Between I-88 North Interchange and I-90.

OVERALL RATING = Med

Segment length (mi): 9.73

Number of Lanes SB: 4 lanes between I-88 and IL-19, 5 lanes between IL-19 and I-90; NB: 4

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = Med/High

	% Severely # Hours/I	# Hours/Day	Av. Daily	AM Pe	eak	PM Peak		
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI	
SB	2.50%	0	0.15	55.8	1.17	48.9	1.68	
NB	12.12%	2	0.28	34.1	>3	58.5	2.37	

Comments:

Criteria #2 – Constructability

Rating = **Med**

		l Shoulder lth (ft)	# Pei	Mile	
	Inside	Outside	Outside Over- Upasses p		
SB	12	12	0.5	1.3	
NB	12	12	0.5	1.3	

Comments: Northern 0.91 miles SB has 3ft outside shoulder (sixth lane), inside shoulder 8ft and outside 11ft near IL-19

Criteria #3 –Revenue Potential

Rating = Low

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$542	\$756	\$625	\$411	\$93	\$0	\$0	\$0

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = Med/High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	0.5%	2.4%	5.7%	7.8%	9.2%	9.4%	9.5%	9.5%
Diversion Rate	PM	1.8%	2.7%	3.7%	3.6%	3.6%	3.8%	3.9%	3.9%
Utilization Rate	AM	20.5%	16.5%	8.7%	4.1%	0.7%	0.0%	0.0%	0.0%
Othization Rate	PM	10.9%	5.7%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 1012

Inside Lane Converted to Managed Lane





Segment 6 – I-294/I-94 Tri-State Tollway Between I-80 and I-88 South Interchange.

OVERALL RATING = Med

Segment length (mi): 29.02

Number of Lanes (2010) SB: 4 NB: 4

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = Low/Med

	% Severely # Hours/Day	# Hours/Day	Hours/Day Av. Daily		eak	PM Peak	
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
SB	4.06%	0	0.14	57.6	1.15	50.8	2.02
NB	0.71%	0	0.07	58.2	1.48	61.7	1.07

Comments: Based on three lanes NB and SB between I-80 and US-20/US-12, 2010 congestion will likely be lower than 2007, congestion for southernmost 5.24 miles assumed

Criteria #2 – Constructability

Rating = Med

		l Shoulder lth (ft)	# Pei	Mile
	Inside	Outside	Over- passes	Under- passes
SB	12-13	12	1.0	1.1
NB	12-13	12	1.0	1.1

Comments: Inside shoulder 4ft at RR underpass, Oasis; Outside shoulder 8ft at RR underpass, Oasis, some bridges; No outside shoulder SB at additional lane for US 12/20 exit; Shoulders vary at toll plazas; shoulders south of US-20/US-12 assumed from Illinois Tollway design standards

Criteria #3 – Revenue Potential

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Kating	_	LOW
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Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$1,410	\$1,404	\$1,649	\$1,380	\$1,155	\$698	\$573	\$458

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 – Peak Period Traffic Management Potential

Rating = Med/High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	3.4%	4.6%	6.8%	8.8%	10.3%	11.2%	11.3%	11.6%
	PM	2.8%	4.7%	6.7%	6.9%	7.1%	7.4%	7.5%	7.4%
Utilization Rate	AM	14.5%	11.7%	8.2%	4.5%	2.7%	1.3%	1.1%	0.7%
	PM	9.7%	4.7%	1.4%	1.0%	0.8%	0.4%	0.0%	0.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 391, 395, 877, 887, 888, 890, 891, 892, 1012

Inside Lane Converted to Managed Lane





Segment 7– I-90 Jane Addams Tollway Between IL-31 and I-290.

OVERALL RATING = Med/High

Segment length (mi): 13.47

Number of Lanes: 4 lanes both directions between I-290 and Roselle Rd. 3 lanes in both directions

between Roselle Rd. and IL-31

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = Low/Med

	% Severely	# Hours/Day	Av. Daily Delay/Mile (min/veh)	AM Pe	eak	PM Peak	
	Congested VMT	With Severe Congestion		Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	1.82%	0	0.08	50.6	1.75	60.9	1.06
WB	0.56%	0	0.04	62.3	1.02	56.7	1.38

Comments:

Criteria #2 - Constructability

Rating = Med/High

		Shoulder lth (ft)	# Per Mile			
	Inside	nside Outside		Under- passes		
EB	13	12	0.9	0.1		
WB	13	13 12		0.1		

Comments: Inside shoulder 8ft below some overpasses; Outside shoulder 4ft on some bridges; outside shoulder 2ft at Meacham Rd overpass

Criteria #3 - Revenue Potential

Rating	$= \mathbb{N}$	/led
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Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$2,876	\$5,209	\$4,915	\$4,436	\$5,286	\$5,522	\$5,837	\$5,277

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = Med/High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	1.1%	2.9%	6.2%	7.8%	9.0%	10.0%	10.6%	12.2%
	PM	2.2%	4.1%	6.2%	7.8%	9.5%	11.3%	13.2%	16.4%
Utilization Rate	AM	29.9%	26.3%	21.1%	18.6%	17.3%	16.5%	15.9%	14.0%
	PM	25.6%	20.2%	17.1%	15.1%	13.3%	10.2%	7.5%	2.4%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 552, 556, 610, 767, 1012

Inside Lane Converted to Managed Lane





Segment 8– I-90 Jane Addams Tollway Between I-290 and I-294.

OVERALL RATING = Med/High

Segment length (mi): 10.69 Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = Med/High

	% Severely	# Hours/Day	Av. Daily	AM Pe	eak	PM Pe	eak
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	9.06%	0	0.26	49.0	2.04	48.0	2.53
WB	4.61%	0	0.10	59.1	1.16	48.7	2.12

Comments:

Criteria #2 – Constructability

Rating = Med/High

		Shoulder lth (ft)	# Per	Mile
	Inside Outside		Over- passes	Under- passes
EB	13	12	0.5	1.3
WB	12 12		0.5	1.3

Comments: 7ft outside shoulder at overpasses east of Oasis; WB I-90 has 0.67 miles with 1ft inside shoulder 1.3 miles west of I-294 (WB I-90 is four lanes for this eastern 1.3 miles of section)

Criteria #3 –Revenue Potential

Rating = Med

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$1,638	\$2,887	\$2,687	\$2,354	\$2,252	\$1,945	\$1,647	\$943

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = **Med**

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
D:	AM	1.9%	5.0%	10.7%	15.7%	17.6%	18.8%	20.1%	21.3%
Diversion Rate	PM	2.5%	4.7%	8.9%	12.5%	15.1%	17.5%	19.0%	21.5%
Utilization Rate	AM	32.1%	28.5%	20.0%	11.6%	8.1%	5.9%	4.8%	3.6%
Othization Rate	PM	32.2%	27.5%	21.0%	16.7%	13.8%	9.6%	6.2%	1.3%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 600, 606, 610, 616, 637, 1012; Metra UP-NW

Inside Lane Converted to Managed Lane



Elgin O'hare

Segment 9– I-88 Reagan Memorial Tollway Between IL-31 and I-355 West Interchange.

OVERALL RATING = Low/Med

Segment length (mi): 14.25

Number of Lanes (2010) EB: 4 WB: 4

Overall Comments:

Criteria #1 - 2007 Weekday Congestion

Rating = Low/Med

	% Severely	% Severely # Hours/Day		AM Pe	eak	PM Peak		
	Congested VMT	With Severe Congestion	Av. Daily Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI	
EB	0.72%	0	0.10	53.9	1.44	57.1	1.37	
WB	2.61%	0	0.05	60.0	1.23	54.0	1.61	

Comments: Based on three lanes EB and WB, 2010 congestion will likely be lower than 2007

Criteria #2 - Constructability

Rating = Med/High

		Shoulder lth (ft)	# Pei	Mile
	Inside*	Outside*	Over- passes	Under- passes
EB	12	12	0.7	0.6
WB	12	12	0.7	0.6

Comments: *Assumed from Illinois Tollway design standards

Criteria #3 - Revenue Potential

Rating	= Low

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$392	\$775	\$1,042	\$944	\$497	\$307	\$127	\$129

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 – Peak Period Traffic Management Potential

Rating = Med/High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	1.3%	2.1%	3.5%	5.2%	6.9%	7.1%	7.2%	7.1%
Diversion Rate	PM	1.2%	2.2%	3.9%	5.0%	5.9%	6.6%	7.1%	7.6%
Utilization Rate	AM	9.0%	8.1%	5.7%	3.0%	0.3%	0.1%	0.0%	0.0%
Othization Rate	PM	13.7%	9.9%	6.6%	4.6%	2.8%	1.5%	0.5%	0.4%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Metra BNSF

Inside Lane Converted to Managed Lane



63) Elgin O'hare

Segment 10– I-88 Reagan Memorial Tollway Between I-355 East Interchange and I-290.

OVERALL RATING = Low/Med

Segment length (mi): 7.42

Number of Lanes (2010) EB: 4 WB: 4

Overall Comments:

Criteria #1 - 2007 Weekday Congestion

Rating = Med

	% Severely	# Hours/Day	Av. Daily	AM Pe	eak	PM Peak		
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI	
EB	0.91%	0	0.09	55.0	1.17	53.3	1.38	
WB	3.08%	0	0.10	56.9	1.19	48.9	>3	

Comments: Based on three lanes EB and WB, 2010 congestion will likely be lower than 2007

Criteria #2 - Constructability

Rating = Med/High

		Shoulder lth (ft)	# Per	Mile
	Inside* Outside*		Over- passes	Under- passes
EB	12	12	1.1	0.5
WB	12	12	1.1	0.5

Comments: *Assumed from Illinois Tollway design standards

Criteria #3 - Revenue Potential

T 4.	-
Rating	= Low

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$277	\$457	\$577	\$456	\$118	\$22	\$19	\$13

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = Med/High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	1.5%	2.8%	5.3%	8.5%	11.5%	12.3%	12.4%	12.4%
	PM	1.5%	3.0%	4.3%	4.5%	4.5%	4.5%	4.5%	4.7%
Utilization Rate	AM	15.5%	13.4%	10.3%	5.6%	1.1%	0.2%	0.1%	0.1%
	PM	10.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 747

Inside Lane Converted to Managed Lane





Segment 11 – I-80 Between I-355 and I-294.

OVERALL RATING = Med

Segment length (mi): 15.41

Number of Lanes: 3 lanes both directions between LaGrange Rd. and I-294, 2 lanes both directions

between I-355 and LaGrange Rd.

Overall Comments:

Criteria #1 - 2007 Weekday Congestion

Rating = Low/Med

	% Severely # Hours/Day		Av. Daily	AM Pe	eak	PM Peak	
	Congested VMT	gested With Severe	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	0.51%	0	0.22	52.0	1.32	50.6	1.34
WB	0.54%	0	0.16	55.0	1.22	53.7	1.29

Comments:

Criteria #2 - Constructability

Rating = Low/Med

		Shoulder lth (ft)	# Per	Mile
	Inside	Outside	Over- passes	Under- passes
EB	10	12	0.9	0.4
WB	10	12	0.9	0.4

Comments: Left hand exits at I-57 interchange

Criteria #3 - Revenue Potential

Rating = I	Low/Med
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Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$1,299	\$2,008	\$1,950	\$2,072	\$1,800	\$1,093	\$277	\$175

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = **Med**

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate AM PM	AM	6.6%	10.6%	14.8%	16.9%	18.8%	20.9%	22.6%	22.9%
	PM	3.8%	5.8%	8.6%	10.2%	11.0%	11.0%	11.3%	11.3%
Utilization Rate	AM	24.5%	17.4%	10.8%	8.4%	5.9%	2.9%	0.6%	0.3%
	PM	16.2%	9.5%	4.0%	1.5%	0.3%	0.2%	0.0%	0.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Metra Rock Is.

Inside Lane Converted to Managed Lane





Segment 12 – I-290 Eisenhower Between I-90 and I-355

OVERALL RATING = Med

Segment length (mi): 6.97

Number of Lanes EB: 4 WB: 4

Overall Comments:

Criteria #1 - 2007 Weekday Congestion

Rating = Med

	% Severely # Hours	# Hours/Day	Av. Daily	AM Pe	eak	PM Peak		
	Congested VMT	•	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI	
EB	3.03%	0	0.09	58.6	1.23	48.4	2.31	
WB	4.85%	0	0.31	55.4	1.90	54.5	1.98	

Comments:

Criteria #2 - Constructability

Rating = Low/Med

		Shoulder lth (ft)	# Pei	Mile
	Inside	Outside	Over- passes	Under- passes
EB	18, 10	12	0.7	0.4
WB	18, 10	12	0.7	0.4

Comments: Southern 2.10 miles 18ft, 10 ft northern 4.87 miles

Criteria #3 - Revenue Potential

D 4.	T .
Rating	= Low
Name	- LOW

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$652	\$543	\$267	\$144	\$90	\$32	\$19	\$14

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = Med/High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	-0.3%	1.8%	4.7%	6.3%	7.1%	7.6%	7.8%	8.2%
	PM	-0.3%	1.3%	3.9%	4.8%	4.9%	4.9%	5.4%	5.5%
Utilization Rate	AM	15.7%	9.0%	3.3%	2.0%	0.9%	0.3%	0.1%	0.1%
	PM	8.9%	3.9%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 600, 767

Inside Lane Converted to Managed Lane





Segment 13 – I-290 Eisenhower Between I-355 and US 12/20

OVERALL RATING = Med

Segment length (mi): 10.11

Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = High

	% Severely	# Hours/Day	Av. Daily	Av. Daily Delay/Mile (min/veh) Av. Speed (mph)		PM Pe	eak
	Congested VMT	With Severe Congestion	Delay/Mile			Av. Speed (mph)	PTI
EB	11.69%	5	0.40	48.9	2.43	34.7	>3
WB	2.25%	0	0.16	51.8	1.59	50.9	1.89

Comments:

Criteria #2 - Constructability

Rating = **Low**

		Shoulder lth (ft)	# Per	Mile
	Inside	Outside	Over- passes	Under- passes
EB	6, 10	12	0.6	1.7
WB	6, 10 12		0.6	1.6

Comments: 6ft shoulder on eastern 5.30 miles, 10ft shoulder on western 4.81 miles

Criteria #3 –Revenue Potential

Rating	$= L \Omega w$	/Med
Naung	- LUW	MILLU

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$1,630	\$2,694	\$2,165	\$1,470	\$940	\$533	\$385	\$52

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = Med

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	4.6%	7.4%	12.2%	14.8%	17.2%	19.2%	20.3%	21.7%
Diversion Rate	PM	3.6%	6.0%	11.0%	14.8%	16.2%	16.4%	16.7%	16.9%
Utilization Rate	AM	22.2%	17.6%	10.8%	7.5%	4.7%	2.2%	1.4%	0.1%
Ounzation Rate	PM	22.3%	18.3%	8.9%	2.3%	0.2%	0.1%	0.0%	0.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 391, 747, 757, 767

Inside Lane Converted to Managed Lane



Segment 14 – I-290 Eisenhower Between US 12/20 and I-90/94.

OVERALL RATING = Med

Segment length (mi): 12.33

Number of Lanes: 3 lanes both directions between US-12/20 and Austin, 4 lanes both directions

between Austin and I-90/94

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = **High**

	% Severely	# Hours/Day	Av. Daily	AM Pe	eak	PM Pe	eak	
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI	
EB	25.09%	10	0.54	31.2	>3	40.3	>3	
WB	18.43%	7	0.44	37.3	>3	30.0	>3	

Comments:

Criteria #2 – Constructability

Rating = **Low**

		l Shoulder lth (ft)	# Per	Mile
	Inside	Outside	Over- passes	Under- passes
EB	6-10	10	4.0	0.2
WB	6-10 10		4.0	0.2

Comments: Left hand entrance and exit ramps, no inside shoulder by cemetery, train tracks next to EB direction of roadway west of Austin, train tracks in median east of Austin, inside shoulder 3ft and outside shoulder 8ft under most bridges east of Austin

Criteria #3 –Revenue Potential

Rating $= M$	led/High

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$2,512	\$5,362	\$8,443	\$9,346	\$8,775	\$7,988	\$6,402	\$3,435

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = Med/High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	-0.7%	0.5%	2.3%	4.3%	7.6%	11.3%	15.3%	19.9%
Diversion Rate	PM	-0.3%	1.0%	3.6%	7.7%	10.9%	12.3%	13.4%	15.3%
Utilization Rate	AM	26.2%	24.9%	23.3%	20.9%	17.7%	13.6%	9.0%	2.8%
Ounzauon Kate	PM	23.7%	21.9%	18.2%	13.0%	8.7%	6.6%	5.5%	2.9%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 391, 747, 757, 767; Metra UP-W; CTA blue line, green line

Both Reversible Lanes Converted to Managed Lanes



Elgin Ohare

To Some State Sta

Segment 15 – I-90 Kennedy Between I-190 and I-94 Edens.

OVERALL RATING = Med

Segment length (mi): 5.80

Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = High

	% Severely	# Hours/Day	Av. Daily	AM Pe	eak	PM Pe	ak
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	ny/Mile Av. Speed	PTI	Av. Speed (mph)	PTI
EB	24.03%	3	0.41	41.5	>3	33.1	>3
WB	24.97%	7	0.47	27.1	>3	33.0	>3

Comments:

Criteria #2 - Constructability

Rating = **Low**

		Shoulder lth (ft)	# Per Mile		
	Inside	Outside	Over- passes	Under- passes	
EB	4	8	3.6	0	
WB	4 8		3.6	0	

Comments: Inside and outside shoulders go down to 1ft in a few spots, train tracks in median

Criteria #3 – Revenue Potential

Rating = High

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$1,529	\$3,420	\$5,601	\$6,591	\$7,151	\$7,248	\$7,078	\$7,280

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = Med/High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	1.2%	2.2%	4.7%	7.4%	9.4%	11.6%	13.3%	15.4%
	PM	1.6%	3.4%	6.1%	8.7%	10.8%	12.0%	12.8%	14.7%
Utilization Rate	AM	20.4%	14.7%	10.6%	7.5%	4.7%	3.1%	1.6%	0.6%
	PM	15.5%	12.5%	11.0%	9.6%	8.3%	6.8%	5.5%	3.2%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Metra UP-W, CTA blue line

Both Reversible Lanes Converted to Managed Lanes



Elgin O'hare

Segment 16 – I-90 Kennedy Local Between I-94 Edens and Ohio St.

OVERALL RATING = NA

Segment length (mi): 7.00

Number of Lanes EB: 4 WB: 4

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = **High**

	% Severely # Hours/Da		Av. Daily	AM Pe	AM Peak		ak
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	26.99%	3	0.48	28.9	>3	44.3	2.94
WB	17.79%	5	0.49	34.9	>3	34.3	>3

Comments:

Criteria #2 - Constructability

Rating = NA

Criteria #3 - Revenue Potential

Rating = NA

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Comments: Not priced

Criteria #4 –Peak Period Traffic Management Potential									g = High
Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	0.4%	1.3%	2.5%	3.8%	4.9%	6.2%	7.2%	9.1%
	PM	-0.2%	1.0%	2.6%	3.5%	4.5%	5.0%	6.0%	7.6%
Utilization Rate	AM	NA							
	PM	NA							

Comments: Diversion rates are calculated a percentage of both local and reversible VMT, Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Metra UP-W, CTA bus 98, CTA blue line

Both Reversible Lanes Converted to Managed Lanes



Segment 17 – I-90 Kennedy Reversible Between I-94 Edens and Ohio St.

OVERALL RATING = High

Segment length (mi): 7.00

Number of Lanes EB: 2 WB: 2

Overall Comments:

Lanes inbound during AM, outbound during PM

Criteria #1 – 2007 Weekday Congestion

Rating = High

	% Severely	# Hours/Day	Av. Daily	AM Peak		PM Peak	
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	24.81%	2	0.37	34.6	>3	68.0	0.92
WB	26.55%	4	0.68	NA	NA	31.0	>3

Comments:

Criteria #2 - Constructability

Rating = High

Comments: Add toll collection equipment to reversible lanes.

Criteria #3 - Revenue Potential

D - 4	TT' _1.
Rating	= High

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$1,621	\$3,676	\$6,106	\$7,699	\$8,879	\$9,753	\$9,731	\$9,261

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

ting	Hi	

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	0.4%	1.3%	2.5%	3.8%	4.9%	6.2%	7.2%	9.1%
	PM	-0.2%	1.0%	2.6%	3.5%	4.5%	5.0%	6.0%	7.6%
Utilization Rate	AM	18.7%	17.9%	16.2%	14.6%	13.0%	11.6%	10.0%	7.4%
	PM	14.9%	13.3%	10.3%	8.1%	6.9%	6.1%	4.9%	3.4%

Comments: Diversion and utilization rates are calculated a percentage of both local and reversible VMT, Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Metra UP-W, CTA bus 98, CTA blue line

One Inside Lane Converted to a Managed Lane (Also One on Express Lanes)





Segment 18 – I-90/94 Dan Ryan Between I-57 and I-90 Chicago Skyway

OVERALL RATING = Med/High

Segment length (mi): 4.00

Number of Lanes EB: 5 WB: 5

Overall Comments:

Criteria #1 - 2007 Weekday Congestion

Rating = **High**

-	% Severely	# Hours/Day Av. Daily		AM Po	eak	PM Peak	
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	47.02%	9.25	1.36	38	>3	27	>3
WB	10.42%	0	0.32	45	2.31	54	1.54

Comments:

Criteria #2 - Constructability

Rating = **Low**

	1,01111	Shoulder lth (ft)	# Per Mile		
	Inside*	Outside*	Over- passes	Under- passes	
EB	10	10	3.75	0	
WB	10	10	3.75	0	

Comments: *Shoulder widths assumed

Criteria #3 –Revenue Potential

Rating = High

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$812	\$1,812	\$3,312	\$4,534	\$5,494	\$6,423	\$7,079	\$7,099

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	-0.9%	-0.3%	0.5%	0.5%	1.1%	0.9%	1.2%	1.5%
	PM	-1.1%	-0.6%	0.3%	0.6%	1.2%	1.4%	1.8%	2.0%
Utilization Rate	AM	10.9%	9.5%	7.5%	7.4%	7.2%	6.9%	6.8%	6.4%
Othization Rate	PM	12.0%	11.4%	10.1%	9.0%	8.0%	7.4%	7.3%	7.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355, Metra Rock Is., CTA red line

One Inside Express Lane Converted to a Managed Lane



Segment 19 – I-90/94 Dan Ryan Local Between I-90 Chicago Skyway and I-55

OVERALL RATING = NA

Segment length (mi): 4.80

Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 - 2007 Weekday Congestion

Rating = High

	% Severely # Hours/Day	Av. Daily	AM Peak		PM Peak		
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	31.85%	7	0.76	40.3	1.82	33.0	>3
WB	33.47%	14	0.66	36.7	2.83	42.0	1.88

Comments:

Criteria #2 - Constructability

Rating = NA

Criteria #3 – Revenue Potential

Rating = NA

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Comments: Not priced

Criteria #4 –Peak Period Traffic Management Potential

D 4.	TT. I
Rating	= High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	-0.3%	0.3%	0.6%	0.4%	0.5%	0.8%	1.2%	1.4%
	PM	0.3%	0.5%	0.5%	0.6%	0.9%	1.1%	1.3%	1.4%
Utilization Rate	AM	NA							
	PM	NA							

Comments: Diversion rates are calculated a percentage of local and express VMT, Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355; Metra Rock Is., SWS; CTA red line

One Inside Express Lane Converted to a Managed Lane





Segment 20 – I-90/94 Dan Ryan Express Between I-90 Chicago Skyway and I-55

OVERALL RATING = Med

Segment length (mi): 4.80

Number of Lanes EB: 4 WB: 3 lanes between Chicago Skyway and 47th St., 4 lanes between

47th St. and I-55

Overall Comments:

Criteria #1 - 2007 Weekday Congestion

Rating = Med/High

	% Severely # Hours	# Hours/Day	Av. Daily	AM Pe	eak	PM Pe	ak
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	6.81%	0	0.25	54.1	1.60	49.2	1.93
WB	12.41%	0	0.31	50.1	1.92	51.0	1.82

Comments:

Criteria #2 – Constructability

Rating = Low

		l Shoulder lth (ft)	# Per Mile			
	Inside	Outside	Over- passes	Under- passes		
EB	3-10	4-14	4.0	0.2		
WB	3-10	4-14	4.0	0.2		

Comments:

Criteria #3 –Revenue Potential

Rating	$= \mathbf{M}$	led/.	Higl	h

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$1,056	\$1,863	\$2,764	\$3,148	\$2,363	\$2,448	\$2,638	\$3,035

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 -Peak Period Traffic Management Potential

Rating = High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	-0.3%	0.3%	0.6%	0.4%	0.5%	0.8%	1.2%	1.4%
	PM	0.3%	0.5%	0.5%	0.6%	0.9%	1.1%	1.3%	1.4%
Utilization Rate	AM	11.9%	9.0%	8.3%	8.6%	7.7%	7.6%	7.8%	6.9%
	PM	10.1%	7.4%	6.5%	6.3%	6.1%	5.8%	5.5%	5.0%

Comments: Diversion and utilization rates are calculated as a percentage of local and express VMT, Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355; Metra Rock Is., SWS; CTA red line

One Inside Lane Converted to a Managed Lane (Also Two on Express Lanes)





Segment 18 – I-90/94 Dan Ryan Between I-57 and I-90 Chicago Skyway

OVERALL RATING = Med/High

Segment length (mi): 4.00

Number of Lanes EB: 5 WB: 5

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = **High**

	% Severely #	# Hours/Day	Av. Daily	AM Pe	eak	PM Peak	
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	47.02%	9.25	1.36	38	>3	27	>3
WB	10.42%	0	0.32	45	2.31	54	1.54

Comments:

Criteria #2 - Constructability

Rating = Low

	1,01111	Shoulder lth (ft)	# Per Mile		
	Inside* Outside*		Over- passes	Under- passes	
EB	10	10	3.75	0	
WB	10	10	3.75	0	

Comments: *Shoulder widths assumed

Criteria #3 –Revenue Potential

Rating = High

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$801	\$1,821	\$3,233	\$4,405	\$5,310	\$6,123	\$6,391	\$6,655

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	-0.7%	-0.3%	1.0%	1.1%	0.4%	0.9%	1.1%	1.3%
	PM	-1.1%	-0.5%	0.7%	1.6%	2.0%	2.4%	2.7%	3.1%
Utilization Rate	AM	11.5%	9.8%	7.7%	7.0%	7.3%	7.0%	7.0%	6.3%
	PM	11.9%	11.5%	10.0%	8.8%	7.7%	7.4%	7.3%	7.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355, Metra Rock Is., CTA red line

Two Inside Express Lanes Converted to a Managed Lane





Segment 19 – I-90/94 Dan Ryan Local Between I-90 Chicago Skyway and I-55

OVERALL RATING = NA

Segment length (mi): 4.80

Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 - 2007 Weekday Congestion

Rating = **High**

	% Severely # F	# Hours/Day	Av. Daily Delay/Mile (min/veh)	AM Peak		PM Peak	
	Congested VMT	With Severe Congestion		Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	31.85%	7	0.76	40.3	1.82	33.0	>3
WB	33.47%	14	0.66	36.7	2.83	42.0	1.88

Comments:

Criteria #2 - Constructability

Rating = NA

Criteria #3 – Revenue Potential

Rating = N	Α
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Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0

Comments: Not priced

Criteria #4 –Peak Period Traffic Management Potential

D 4.		TT' I
Katıng	=	High

				0					0 0
Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	0.3%	0.6%	1.3%	1.5%	1.3%	1.9%	2.0%	2.0%
	PM	0.3%	0.6%	0.8%	1.1%	1.4%	1.6%	1.7%	2.3%
Utilization Rate	AM	NA							
	PM	NA							

Comments: Diversion rates are calculated a percentage of local and express VMT, Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355; Metra Rock Is., SWS; CTA red line

Two Inside Express Lanes Converted to a Managed Lane





Segment 20 – I-90/94 Dan Ryan Express Between I-90 Chicago Skyway and I-55

OVERALL RATING = Med

Segment length (mi): 4.80

Number of Lanes EB: 4 WB: 3 lanes between Chicago Skyway and 47th St., 4 lanes between

47th St. and I-55

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = Med/High

	% Severely # Hours/Day	# Hours/Day	Av. Daily	AM Pe	eak	PM Peak	
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	6.81%	0	0.25	54.1	1.60	49.2	1.93
WB	12.41%	0	0.31	50.1	1.92	51.0	1.82

Comments:

Criteria #2 - Constructability

Rating = **Low**

		l Shoulder lth (ft)	# Per Mile		
	Inside	Outside	Over- passes	Under- passes	
EB	3-10	4-14	4.0	0.2	
WB	3-10 4-14		4.0	0.2	

Comments:

Criteria #3 – Revenue Potential

Rating	= Hig	

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$1,951	\$4,484	\$7,559	\$9,683	\$11,132	\$11,424	\$11,224	\$11,293

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	0.3%	0.6%	1.3%	1.5%	1.3%	1.9%	2.0%	2.0%
Diversion Rate	PM	0.3%	0.6%	0.8%	1.1%	1.4%	1.6%	1.7%	2.3%
Utilization Rate	AM	24.3%	21.8%	18.5%	16.2%	16.3%	16.3%	15.2%	15.2%
Othization Rate	PM	22.5%	20.1%	16.7%	14.4%	13.5%	12.6%	12.4%	11.9%

Comments: Diversion and utilization rates are calculated as a percentage of local and express VMT, Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355; Metra Rock Is., SWS; CTA red line

Inside Lane Converted to Managed Lane



Elgin O'hare

Segment 21 – I-57

Between I-80 and I-94

OVERALL RATING = Med

Segment length (mi): 13.28

Number of Lanes NB: 3 SB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = Med

	% Severely	# Hours/Day	Av. Daily	AM Pe	eak	PM Peak	
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	6.83%	2	0.21	46.5	2.41	55.6	2.05
SB	0.39%	0	0.08	57.0	1.15	56.1	1.28

Comments:

Criteria #2 - Constructability

Rating = Low/Med

		l Shoulder lth (ft)	# Per	Mile
	Inside	Inside Outside		Under- passes
NB	10	10	1.7	0.8
SB	10	10	1.7	0.7

Comments:

Criteria #3 –Revenue Potential

Rating = Med

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$1,969	\$3,521	\$4,110	\$3,787	\$3,384	\$2,401	\$1,604	\$1,183

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 – Peak Period Traffic Management Potential

Rating = Med/High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	1.7%	3.3%	5.4%	6.9%	8.8%	10.3%	12.8%	14.2%
Diversion Rate	PM	1.1%	2.6%	6.1%	8.9%	11.2%	12.9%	13.8%	15.3%
Utilization Rate	AM	23.2%	17.8%	13.9%	11.3%	8.9%	6.9%	4.1%	2.3%
	PM	25.8%	21.3%	15.1%	10.3%	7.7%	5.3%	4.0%	2.2%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 352, 887; Metra Electric, Rock Is.

Inside Lane Converted to Managed Lane





Segment 22 – I-94 Bishop Ford Between I-80 and Dan Ryan.

OVERALL RATING = Med

Segment length (mi): 11.16

Number of Lanes: 3 lanes both directions between I-80 and Stoney Island Ave, 2 lanes both directions between Stoney Island Ave and Dan Ryan

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = Low/Med

	% Severely	# Hours/Day	Av. Daily	AM Pe	eak	PM Pe	PM Peak	
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI	
EB	2.31%	0	0.19	56.6	1.19	54.0	2.78	
WB	2.16%	0	0.22	51.9	2.99	57.2	2.28	

Comments:

Criteria #2 - Constructability

Rating = Low

		l Shoulder lth (ft)	# Per	Mile
	Inside	Outside	Over- passes	Under- passes
EB	6	10	1.3	0.6
WB	6	10	1.2	0.7

Comments:

Criteria #3 - Revenue Potential

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$2,636	\$5,811	\$8,461	\$7,631	\$7,311	\$5,945	\$4,128	\$1,686

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = Med

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	4.6%	6.2%	10.1%	12.4%	15.3%	18.1%	20.1%	22.0%
Diversion Rate	PM	0.6%	2.7%	6.1%	10.2%	13.9%	17.3%	19.4%	21.3%
Utilization Rate	AM	25.6%	23.1%	18.1%	15.6%	12.4%	8.3%	5.7%	3.0%
Othization Kate	PM	29.1%	26.5%	22.2%	17.3%	13.2%	9.1%	6.2%	3.4%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 355; Metra Electric, S. Shore; CTA bus 34

Inside Lane Converted to Managed Lane





Segment 23 – I-55 Stevenson Between I-355 and I-294

OVERALL RATING = Med

Segment length (mi): 8.25

Number of Lanes NB: 3 SB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = Med/High

	% Severely	% Severely # Hours/Day Av. Daily A		AM Pe	eak	PM Pe	eak
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	12.49%	0	0.29	43.9	2.64	41.1	>3
SB	4.77%	0	0.24	49.5	1.39	42.0	2.54

Comments:

Criteria #2 - Constructability

Rating = High

		Shoulder lth (ft)	# Per	Mile
	Inside	Outside	Over- passes	Under- passes
EB	18	12	1.1	0.2
WB	18	12	1.1	0.4

Comments:

Criteria #3 - Revenue Potential

Rating = Low/Med

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$941	\$1,595	\$1,869	\$1,085	\$235	\$158	\$8	\$0

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 – Peak Period Traffic Management Potential

Rating = **Med**

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	1.9%	4.4%	8.3%	11.9%	14.6%	14.7%	15.2%	15.1%
	PM	1.5%	3.7%	7.0%	10.6%	12.2%	12.7%	12.9%	13.2%
Utilization Rate	AM	19.4%	14.9%	10.0%	4.7%	0.7%	0.4%	0.0%	0.0%
Ounzation Rate	PM	16.9%	13.6%	7.8%	2.5%	0.5%	0.2%	0.0%	0.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 855, Metra Heritage

Inside Lane Converted to Managed Lane





Segment 24 – I-55 Stevenson Between I-294 and I-90/94

OVERALL RATING = Med/High

Segment length (mi): 14.80

Number of Lanes NB: 3 SB: 3

Overall Comments:

Criteria #1 - 2007 Weekday Congestion

Rating = **High**

	% Severely # Hours/Day	Av. Daily	AM Pe	AM Peak		ak	
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	9.51%	4	0.29	35.0	>3	48.4	1.90
SB	14.00%	5	0.37	49.5	2.12	33.5	>3

Comments:

Criteria #2 - Constructability

Rating = Med/High

		Shoulder lth (ft)	# Per Mile		
	Inside	Outside	Over- passes	Under- passes	
NB	18, 12	12	0.7	1.1	
SB	18, 12	12	0.7	1.1	

Comments: West 5.6 miles 18ft inside shoulder with no median, East 9.2 miles 12ft inside shoulder with grass median

Criteria #3 - Revenue Potential

Rating	= M	led
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Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$2,217	\$3,864	\$5,334	\$5,188	\$3,954	\$2,813	\$2,527	\$1,870

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = **Med**

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	3.5%	5.2%	7.3%	10.9%	14.0%	15.5%	15.7%	17.1%
	PM	2.0%	4.2%	7.8%	11.6%	14.2%	15.9%	16.4%	16.9%
Utilization Rate	AM	21.7%	18.4%	15.1%	11.4%	7.4%	4.9%	3.9%	2.4%
Othization Rate	PM	24.8%	19.5%	13.8%	8.7%	4.5%	1.9%	1.2%	0.4%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace buses 855, 392; Metra Heritage; CTA bus 168; CTA yellow line

Inside Lane Converted to Managed Lane



Elgin O'hare

Segment 25 – IL-53

Between I-90 and Lake Cook Rd.

OVERALL RATING = Med

Segment length (mi): 7.50

Number of Lanes NB: 3 SB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = **Med**

-	% Severely # Hours/Day	Av. Daily	AM Peak		PM Peak		
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
NB	0.67%	0	0.04	56.4	1.38	59.5	1.28
SB	9.64%	0	0.14	52.0	2.88	50.5	2.88

Comments:

Criteria #2 - Constructability

Rating = Med/High

		Shoulder lth (ft)	# Per Mile		
	Inside	Outside	Over- passes	Under- passes	
NB	14	12	0.4	1.2	
SB	14	12	0.4	1.2	

Comments: Inside shoulder 10ft on bridges

Criteria #3 - Revenue Potential

Rating = Low/Med

Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$844	\$1,271	\$1,125	\$1,055	\$1,048	\$987	\$932	\$587

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 – Peak Period Traffic Management Potential

Rating = Med/High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	2.4%	4.1%	6.3%	7.9%	9.0%	9.8%	10.7%	11.3%
	PM	0.8%	2.1%	3.7%	5.0%	5.8%	6.4%	7.2%	9.0%
Utilization Rate	AM	18.4%	14.3%	10.3%	7.0%	4.9%	3.3%	2.3%	1.0%
	PM	18.3%	13.9%	10.2%	8.7%	7.6%	6.1%	5.2%	2.7%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 556

Inside Lane Converted to Managed Lane





Segment 26 – Elgin-O'Hare Between US 20 and I-290

OVERALL RATING = Med

Segment length (mi): 6.50

Number of Lanes EB: 2 WB: 2

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = Low/Med

	% Severely # Hours/Day	Av. Daily	AM Peak		PM Peak		
	Congested VMT	With Severe Congestion	Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	1.94%	0	0.06	51.7	1.70	62.8	1.06
WB	0.97%	0	0.06	60.0	1.15	51.1	1.49

Comments:

Criteria #2 - Constructability

Rating = Low/Med

		l Shoulder lth (ft)	# Per	Mile
	Inside	Inside Outside		Under- passes
EB	10	12	0.6	1.2
WB	10	12	0.5	1.2

Comments:

Criteria #3 –Revenue Potential

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Rating	$ \sim$	nea /	High
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Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$899	\$1,889	\$2,738	\$3,417	\$3,923	\$4,253	\$4,452	\$4,922

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = Med/High

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	1.3%	2.1%	3.7%	5.1%	6.3%	6.8%	7.7%	9.5%
	PM	-0.6%	1.2%	3.3%	5.2%	6.5%	8.5%	9.4%	11.5%
Utilization Rate	AM	39.8%	37.8%	35.0%	33.0%	31.6%	30.5%	29.4%	27.0%
	PM	44.0%	39.8%	35.8%	33.2%	30.8%	27.9%	26.4%	22.9%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: None

Inside Lane Converted to Managed Lane





Segment 27 – I-94 Edens Between I-90 and Edens Spur

OVERALL RATING = Low

Segment length (mi): 13.54

Number of Lanes EB: 3 WB: 3

Overall Comments:

Criteria #1 – 2007 Weekday Congestion

Rating = High

	% Severely	everely # Hours/Day		AM Peak		PM Peak	
	Congested VMT	With Severe Congestion	Av. Daily Delay/Mile (min/veh)	Av. Speed (mph)	PTI	Av. Speed (mph)	PTI
EB	17.74%	4	0.45	52.0	>3	30.5	>3
WB	10.05%	2	0.25	39.9	>3	52.0	3.00

Comments:

Criteria #2 - Constructability

Rating = **Low**

		Shoulder lth (ft)	# Per	Mile
	Inside	Outside	Over- passes	Under- passes
EB	6	12	1.8	0.4
WB	6	12	1.8	0.3

Comments:

Criteria #3 –Revenue Potential

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Toll (\$/mile)	\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Annual Weekday Net Revenue (Thousands)	\$1,439	\$1,559	\$1,429	\$939	\$359	\$60	\$43	\$31

Comments: Rating based on revenue per mile at \$0.15 toll rate

Criteria #4 –Peak Period Traffic Management Potential

Rating = Low/Med

Toll (\$/mile)		\$0.02	\$0.05	\$0.10	\$0.15	\$0.20	\$0.25	\$0.30	\$0.40
Diversion Rate	AM	9.5%	13.0%	15.2%	16.3%	18.4%	19.5%	19.5%	19.5%
	PM	6.2%	13.6%	15.5%	17.3%	17.6%	17.7%	17.8%	18.0%
Utilization Rate	AM	17.7%	11.1%	7.1%	4.9%	1.7%	0.2%	0.1%	0.1%
	PM	19.2%	7.9%	4.3%	0.7%	0.0%	0.0%	0.0%	0.0%

Comments: Rating based on diversion rate at \$0.15 toll rate

Other Considerations

Existing Transit Service: Pace bus 626, Metra Milw-N, CTA bus 98



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MEMORANDUM

To: Working Committees

Date: July 2009

From: Bob Dean, Principal Regional Planner

Re: Initial Conclusions from Scenario Evaluation

The development and evaluation of alternative scenarios has been a major part of the *GO TO* 2040 planning process for the past two years. The preliminary results of this process are posted at www.goto2040.org/scenarios, and committee members are encouraged to visit this site.

The next step in scenario evaluation is to develop a "preferred scenario" which will form the basis for the plan's recommendations. The preferred scenario will highlight the most desirable elements of each of the alternative scenarios. An early draft of the preferred scenario will be available in early fall 2009, with the final version scheduled for approval at the end of the year.

While public engagement is still underway and will continue through the summer, some initial conclusions can be drawn from the results of the technical analysis. These should be considered highly tentative until a better sense of stakeholder and public priorities are known.

The remainder of this memo describes initial conclusions reached through scenario analysis and the background research that supports them. This does not repeat the presentation of results available at www.goto2040.org/scenarios; it is meant to complement rather than duplicate the information on this website.

Background and supporting materials

The conclusions described in this memo are based on research and analysis conducted by CMAP over the past two years. This section describes these work products. Unless specifically noted, all work products in this section are available at www.goto2040.org/strategy_papers.aspx.

Papers produced by CMAP staff included the following: agricultural preservation, arterial operations, bicycling, brownfields, car-sharing, context sensitivity, economic incentives, historic preservation, housing preservation, human services coordination (211 system), inclusionary zoning, parks and open space, pricing and managed facilities, public transportation, regulatory barriers to affordable housing, school siting, stormwater, teardowns, transportation demand management, urban design and walkability, waste disposal, wastewater, water supply, and waterway planning. A report on parking is underway but not yet complete.

Additional quantitative evaluation beyond the strategy papers was also done by staff for selected strategies: agricultural preservation, brownfields, conservation design, housing preservation, inclusionary zoning, open space, parks, and wastewater. This was discussed with the working committees through a series of webinars during winter and spring 2009. The initial papers and notes from the discussion are online at www.goto2040.org/panel.aspx.

While not part of the strategy paper series, snapshot reports on topics including sustainability, infill, jobs-housing balance, Latino population growth, industry clusters, and air quality have also provided background that informed the scenario evaluation conclusions. These reports are online at www.cmap.illinois.gov/snapshot.aspx.

Transportation strategies were also evaluated by staff during spring 2009. The analysis of these was organized and presented by scenario, and a separate paper was prepared for each scenario. These are online in the following locations:

- Reinvest scenario: <u>www.goto2040.org/reinvest_transportation.aspx</u>
- Preserve scenario: <u>www.goto2040.org/preserve_transportation.aspx</u>
- Innovate scenario: <u>www.goto2040.org/innovate_transportation.aspx</u>

Consulting work undertaken included:

- The Volpe Center, which is the research branch of US DOT, produced several papers on the topics of alternative fuels, climate change, freight, interregional transportation, public-private partnerships, and transportation security. These generally did not contain quantitative analysis but did provide recommendations for potential CMAP approaches to these issues.
- RCF Economic and Financial Consulting is preparing reports on selected economic development topics, including export promotion and import substitution, innovation,

and infrastructure impacts on economic development. They have also worked with the Delta Institute to prepare a report on green economic development. These reports are providing CMAP with background on these issues as well as specific recommendations for how they could be addressed in *GO TO 2040*.

- The Center for Neighborhood Technology (CNT) is developing a snapshot on energy and greenhouse gas emissions in the region, and also has explored a number of strategies that could reduce energy use and emissions.
- The Chicago Community Trust funded the development of research papers on eleven different topics in the human and community development field, including arts and culture, crime and justice, education (early childhood education, K-12 education, and higher education), emergency preparedness, food, health, human relations, hunger, and workforce development. These reports were prepared by groups of experts in each area. Full reports are being released throughout the summer, and interim products are available online at www.goto2040.org/human community development.
- A report on freight is currently being prepared by Cambridge Systematics. This is expected to guide the recommendations of *GO TO 2040* in the area of freight, and will be complete by January 2010.

The scenario conclusions presented in the rest of this memo are built on the research and analysis described above.

Notes on initial scenario conclusions

The notes below are organized into the general topics covered by the working committees. More information supporting these initial conclusions is contained in the links above or on the general scenario evaluation website, www.goto2040.org/scenarios. As described in the introduction to this memo, these are initial thoughts from staff, do not reflect any public engagement results, and should be considered preliminary.

<u>Transportation</u>

- Management and operations strategies and ITS activities improved transportation system performance, and were particularly effective at shifting trips to transit or nonmotorized modes. However, mobility was improved the most dramatically by capital investments in the existing system (new major capital projects were not considered in the scenarios). Additional operating efficiencies can be gotten from the existing system, but this only provides part of the solution; substantial infrastructure investment is needed, which is costly.
- Congestion pricing (and to a lesser extent, variable parking pricing) had dramatic results that were mixed in terms of positives and negatives. In the analysis, it created two "classes" of travelers those who would pay higher prices for additional mobility, and those who would or could not. For the first group, the region became more accessible as

travel times on expressways were reduced. For the second group, trips were shifted onto slower arterial roadways or onto public transit, increasing overall travel times for those users. This obviously creates equity concerns. Congestion pricing also demonstrated significant ability to raise revenues. The impacts of congestion pricing on freight are a concern but have not been fully explored in the scenario analysis and further work on this is needed.

- Increases in highway capacity led to rises in VMT, even if transit services were also
 improved and land use patterns grew denser. The increases in highway capacity
 appeared to generate additional auto travel. Although transit and non-motorized trips
 rose compared to the reference in every scenario, auto travel also increased in the
 scenarios that increased roadway capacity either through new construction or
 operational improvements.
- One of the more surprising results concerned air quality. In some cases, actions taken to reduce congestion also increased auto demand, leading to more auto trips and negative net air quality impacts. This was not expected staff assumed that the air quality benefits of congestion reduction would exceed the disbenefits of increased auto tripmaking, but the particular strategies that were tested had the opposite effect. In particular, strategies that shifted traffic from higher-speed to lower-speed roadways (either through pricing or through arterial improvements) increased some pollutants because vehicles are less efficient at lower speeds. However, the differences between scenarios were minor, and were overwhelmed by the impacts of technological change expected to occur between now and 2040.
- Interest in interregional high-speed rail is increasing, and it appears to be a relevant topic for the *GO TO 2040* plan. This topic appears most appropriate to address at the "mega-region" level.
- Improving access to jobs was considered a key transportation outcome by groups working in human and community development, and was expected to improve workforce participation of lower-income people, increase overall public health, lower household costs, and reduce crime. The link between transportation and health was especially strong, and the education group emphasized the importance of children being able to walk to school.
- The scenario analysis was not successful in meaningfully evaluating freight strategies. The plan needs to address freight directly, so additional work on this issue is underway and should be complete by the time the plan's recommendations are being developed.

Land use

- Increasing density of development had major positive impacts on many of the outcomes measured. See the "environment" section for more on this.
- Brownfield remediation and transit oriented development attracted growth to infill locations, leading to an overall pattern of denser development. These strategies were most effective when linked with infrastructure improvements.

- Mixed-use developments intended to foster a sense of community were seen to have
 many benefits in the human and community development areas. Positive impacts were
 noted for arts and culture, crime and justice, education, emergency preparedness, health,
 human relations, and workforce development. Density had particularly positive
 impacts in terms of allowing better access to education and health facilities.
- Improving access to open space (defined as the number of people with adequate
 amounts of open space within a short distance) is different than increasing the region's
 overall supply of open space. Improving access requires creating new open space and
 parks in densely developed parts of the region, which can be difficult and costly, but has
 health and social benefits.

Human services

- Elderly, disabled, and other vulnerable residents would benefit from mixed land uses, moderate to high development densities, multimodal transportation options, and widely available affordable housing.
- In the human and community development area, delivery of services could be improved by information and data sharing between governmental agencies offering similar services as well as increased transparency. Better coordination of federal and state funding programs was also identified by a number of groups as a key issue.

Housing

- Increasing densities was projected to increase housing affordability even without any other action, as denser housing tends to be more affordable (this is admittedly an oversimplification, but it is generally true). However, increasing growth in infill areas can lead to challenges in maintaining affordable housing in these areas. In particular, transit-oriented development, combined with improved transit service, attracted more development to areas served by transit; without public sector action, this could also drive up housing costs in these locations.
- Research on housing preservation and inclusionary zoning found that public programs of these types, while important, had less impact on overall housing affordability than the operation of the private sector housing market. Reducing barriers to efficient market function appears to be effective in addressing long-term housing affordability.
- One of the better ways to reduce the region's water use, energy use and greenhouse gas emissions involved efficiency improvements to housing. This also improves affordability by lowering utility costs.

Environment

• As noted in the "land use" section, increasing development density had significant environmental benefits. A dense development pattern was as effective as any specific environmental program at limiting imperviousness, reducing land consumption, or reducing water use (particularly groundwater).

- All of the environmental strategies analyzed worked best when paired with strategies that increased infill. For example, conservation design did not have major benefits when applied only to new growth, but when applied to redevelopment and considered in conjunction with other strategies that supported redevelopment, it had better results.
- Similarly, agricultural preservation strategies that focused on preserving high-productivity soils tended to simply shift growth from higher-productivity to lower-productivity farmland. The prevalence of agricultural land in the region means that most greenfield growth will consume farmland; increasing infill and reducing overall greenfield growth is necessary as part of an approach to preservation. Linking agricultural preservation with local food systems was also recommended in the human and community development research.
- Access to open space has been discussed in the "land use" section. Prioritizing open space conservation in places with the highest natural resource value rather than access potential would have different results, leading to preservation of land in less developed parts of the region.
- A disappointing result of the scenario analysis was that no scenario appears likely to reduce greenhouse gas emissions at the rate necessary to truly address the issue of climate change. A common target for emissions is to reduce them to 20% of their levels in 1990; none of the scenarios approach this level. This can be interpreted two ways: first, that more aggressive strategies are needed, including even denser development, more investment in alternative transportation modes, and more retrofits of buildings; or second, that this ambitious target is just not achievable without dramatic technological change. Staff believes that both of these interpretations are probably correct. *GO TO* 2040 should set a realistic target for greenhouse gas emission reductions with existing technology that is challenging but possible, but also support the rapid development of technological improvements as well as mechanisms (like cap-and-trade systems) for emission reductions.
- Energy retrofits of existing institutional buildings were highlighted in the areas of
 education, health, and arts and culture, as these could reduce the costs of operating large
 facilities of these types.
- Water supply and water quality were not addressed in detail during the *GO TO 2040* process because of the ongoing work of the Regional Water Supply Planning Group (RWSPG). The conclusions of the RWSPG are expected to inform the recommendations of *GO TO 2040*. In particular, the RWSPG will be addressing the connection between land use and water for the next several months, and the results of this work will also be relevant for *GO TO 2040*.

Economic development

• Economic incentives are best addressed by targeting sectors or clusters whose growth and increased specialization in the region is desired. They appear to be less appropriate

- for affecting land use decisions or encouraging growth to occur in one location rather than another.
- Land use development decisions are highly influenced by fiscal impacts, which are caused in part by tax policy. This means that tax policy is among the factors that influence development that should be examined in the *GO TO 2040* plan.
- Economic innovation has proven difficult to measure or even describe, but it is
 important for our region's future economic health. The public sector can have a role in
 supporting innovation through technology transfer programs or assistance in planning
 technology parks, for example (although innovation is not limited to technology-based
 fields).
- Human capital was not directly analyzed in the scenarios, but there is consensus that it is vitally important. Education and workforce skills must be addressed in some way in *GO TO 2040*. The results of the work on early childhood education, K-12 education, higher education, and workforce development are expected to be used to inform the plan's approach; so will the results of ongoing work on industry clusters that have particular workforce requirements.
- A number of human and community development groups noted the importance of maintaining a supply of jobs in the region that pay a good wage but do not require advanced education. This was seen to improve workforce development, and would also reduce poverty, with positive effects on crime, health, human relations, and hunger. Industries that support many jobs with "middle class" incomes, rather than a few highpaying jobs and many low-paying jobs, are preferable in this regard.
- Significant potential for economic growth exists in the "green jobs" sector; the preparation of a report that gives additional detail on this is underway.
- Insufficient quantitative analysis of the economic outcomes of scenarios was done during the scenario evaluation, which is a significant gap because of the importance of this issue. This needs to be improved during the evaluation of the preferred scenario.

Schedule for preferred scenario development

The purpose of scenario evaluation is to support the development of a "preferred scenario," which will in turn form the basis of *GO TO 2040*'s recommendations. The preferred scenario will be organized and presented in a similar way to the alternative scenarios. A timeline for its development follows:

- July-August: present initial scenario evaluation conclusions (contained in this memo) to committees for input
- July-August: continue public engagement process and produce interim reports on results to date
- September-October: develop draft preferred scenario based on evaluation conclusions, public engagement, and key stakeholder feedback; discuss preferred scenario with committees and release for public comment

• November-December: finalize preferred scenario and receive Board and MPO endorsement

Action requested: Information and discussion.



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MEMORANDUM

To: Transportation Committee

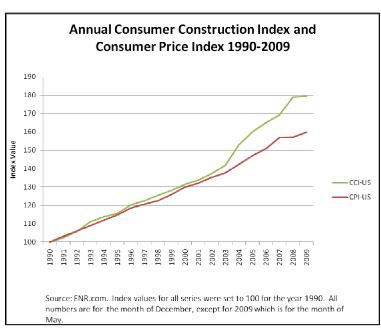
Date: July 24, 2009

From: Matt Maloney, Senior Manager Program and Policy Development

Re: Approach to Transportation Expenditures for GO TO 2040 Financial Plan

Background

As the region's long-range transportation plan, GO TO 2040 is required to demonstrate "fiscal constraint" under federal law. The expectation is that the costs of maintaining, operating, enhancing, and expanding the system should be equal to or less than the revenues that can be



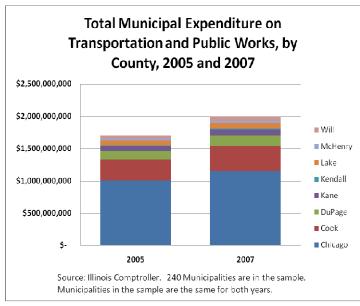
escalated far above and beyond the consumer price index. Volatile oil and steel prices appear to be largely to blame for this escalation¹.

reasonably projected for the purposes of financing transportation in the metropolitan region.

As the members of the Committee are surely aware, costs associated with transportation, particularly construction, have grown sharply in recent years. From 1990 to 2002, construction costs rose roughly in tandem with other prices in other sectors of the economy. During this period, the consumer price index represented a reasonable proxy for the increase in the cost of construction materials. However, since 2002, construction costs have

¹ Parsons Brinckerhoff, Economic Forecasting Review. Volume 3, Issue 1, May 2009.

The outlook for construction cost materials beyond 2009 is difficult to predict. While the average prices of steel and aluminum have shown some decrease in 2009 as compared to 2008, concrete prices are still expected to rise. The transportation industry depends on materials that are expected to increase in worldwide demand, due to the expanding economies of China and India. These materials are usually heavy and costly to transport. Price spurts and swings in upcoming years are anticipated, and some experts forecast 6 to 8% annual increases in the cost of these materials moving forward².



Transportation implementers have been adversely affected by these cost increases. As the graph to the left demonstrates, municipalities have been particularly affected. Expenditure on transportation and public works projects increased nearly 25% between the years 2005 and 2007 for a large sample of municipalities in the Chicago metropolitan area.

Operating costs have also been on the rise. For instance, the transit service boards have recently faced a number of operating shortfalls related to security

costs, fuel expenses, increased service costs, and other fiscal challenges³.

As costs continue to rise, various revenue sources such as the Federal Highway Trust Fund and State Motor Fuel Tax have not kept pace with inflation over recent years. Given these financial constraints, CMAP believes that it is vital for *GO TO 2040* to reflect regional priorities. While the expectation is that our region will continue to require a full spectrum of future transportation investments, the prioritization of these investments is important for fulfilling the vision of *GO TO 2040* and regional sustainability.

Approach to Analyzing Transportation Expenditures in GO TO 2040

Maintenance, operations, and smaller-scale enhancement costs will be presented as part of the *GO TO 2040* preferred scenario. Major capital projects will be selected in an accompanying process that will involve project evaluation in fall 2009 and project recommendations by early 2010. Major capital project costs will be estimated in partnership with implementers.

Financial capacity analysis in *GO TO 2040* will break expenditures into four basic categories. The following visual conveys the concept as currently envisioned:

² Simonson, Ken. "Construction Materials Trends and Outlook". The Associated General Contractors of America (AGC). June 19, 2009.

³ Regional Transportation Authority, Moving Beyond Congestion – Regional Transportation Strategic Plan. February 7, 2007.

Conceptual Cost Categories for Transportation Financial Plan

Preservation and maintenance of a safe and adequate system:

Includes resurfacing, reconstruction, bridge rehabilitation, vehicle replacement, other projects that do not add capacity to the system

"State of Good Repair" beyond safe and adequate maintenance:

Includes more frequent preservation and maintenance projects, or construction to a higher standard

Strategic or systematic improvements and enhancements:

Includes capacity additions that are not major capital projects (arterial expansions, for example), ITS improvements, new bicycle and pedestrian facilities

Major capital projects:

Includes rail or expressway additions, expansions, or new facilities – see list of proposed projects at www.goto2040.org/scenarios/capital/main

While many activities fit comfortably into only one of these categories, it is not always straightforward to make perfect distinctions in every case. Sometimes, it will be necessary for staff to make judgment calls, as the line separating activities among "safe and adequate", "state of good repair" and "systematic enhancement" will blur from time to time. CMAP does not seek or expect universal agreement on the appropriate category for every activity. Rather, the purpose of this approach is to reflect the reality that transportation investment decisions require tradeoffs, especially against the backdrop of real financial constraints.

The following sections address these cost categories in more detail, list the types of activities likely associated with each category, and CMAP's approach to quantifying the expenditures in each.

Preservation and Maintenance of a Safe and Adequate System

This first category is a necessity. The region has 3,233 miles of expressway, 18,719 miles of arterial and collector roads, 17,781 miles of local roads, nearly 1,500 miles of passenger rail track, over 6,000 vehicles of rolling stock, 311 full interchanges, 3,281 bridges, and 7,732 traffic signals. Much of the system is very old and will require major reconstruction or rehabilitation work at some point over the next thirty years. Basic maintenance such as resurfacing, bridge deck overlay, signal retiming, maintenance of rolling stock and track and structure, and maintenance of signals, electrical, and communications, is required to maintain a safe and adequate system for all users.

Types of Activities in this Section:

- Resurfacings of Expressways, Arterials and Collectors, and Unclassified and Local Roads.
- Reconstructions of some, but not all of the above.
- 1st and 2nd Deck Bridge Overlays, deck replacements and rehabilitation, and bridge replacements for some bridges.
- Retiming of Traffic Signals.
- Replacing and rehabilitating rolling stock.
- Maintaining track and structure.
- Maintaining transit signals, electrical, and communications.
- Maintenance of transit passenger facilities.

CMAP Approach to Estimating Cost:

CMAP staff has consulted with various agencies such as IDOT, the Tollway, RTA, the transit service boards, and county and municipal agencies to collect unit costs and lifecycles for these types of activities. Based upon these estimates, CMAP staff is constructing a full estimate of this cost category for the 30-year planning cycle. An important assumption is that the "safe and adequate" category does not necessarily address the entire backlog of deferred maintenance needs on the system. Rather, the system is assumed to remain in roughly the same condition in 2040 as it is today. No capacity additions are assumed in this category.

"State of Good Repair" (Additional Maintenance and Preservation Activities)

The "State of Good Repair" category includes similar types of activities to those described above. However, these types of activities would either occur with more frequency or be constructed to a higher standard. The primary assumption inherent in this category is that all maintenance and rehabilitation backlogs will be addressed by the year 2040. While there is currently no industry-wide adopted definition of "state of good repair", the Federal Transit Administration has recently addressed this issue by bringing together representatives from 14 public transportation providers and State Departments of Transportation to discuss the state of good repair of the Nation's transit system. The resulting report offers this starting point for an operational definition of this term:

"An asset or system is in a state of good repair when no backlog of capital needs exists- hence all asset life cycle investment needs (e.g. preventive maintenance and rehabilitation) have been addressed and no capital asset exceeds its useful life."⁴

In other words, "state of good repair" is achieved when capital components are replaced on a schedule consistent with their life expectancy. Again, CMAP fully appreciates that the line between "safe and adequate" and "state of good repair" is not always straightforward to define.

Types of Activities in This Section:

Essentially, the types of activities in this section will be similar to those in "safe and adequate". The main distinction is that "state of good repair" necessitates a greater frequency of maintenance and rehabilitation investments. It may also necessitate construction to a higher standard. Thus, types of activities include:

- More frequent road resurfacings or resurfacings using different materials.
- More frequent rehabilitation and replacement of rolling stock.
- More frequent retiming and modernization of traffic signals.
- More frequent rehabilitation of structures, trackwork, and other transit facilities, or reconstruction of these asset categories to a higher standard.

CMAP Approach to Estimating Cost:

This cost category assumes that by 2040, all capital components will be replaced on a schedule consistent with their life expectancy. This assumes a more aggressive maintenance and rehabilitation schedule consistent with addressing all asset life-cycles. CMAP staff has consulted with various agencies such as IDOT, the Tollway, RTA, the transit service boards, and county and municipal agencies to collect unit costs and lifecycles for these types of activities, and will prepare a full estimate of this cost category for the 30-year planning cycle.

⁴ Federal Transit Administration. State of Good Repair: Beginning the Dialogue. October 2008.

Strategic or Systematic Improvements and Enhancements

GO TO 2040's scenarios include descriptions and analysis of systematic improvements or "enhancements" to the transportation system. This cost category reflects the activities modeled in these scenarios. The preserve, reinvest, and innovate scenarios have been described for the Transportation Committee, and reports describing the evaluation assumptions and results are located on the CMAP Web site. Upon the release of the Plan scenarios, CMAP also released preliminary costs associated with these strategies, using a "cost-band" approach. This approach was employed to give our partners and the general public an estimate of the relative levels of investment across all major planning strategies, including transportation, land use, housing, environment, economic development, and human services. The transportation costs are based on internal staff analysis which calibrated unit or systems costs to travel model outputs. GO TO 2040's preferred scenario will include a select quantity of these systematic transportation improvements and enhancements.

Types of Activities in this Section:

- Transit System Operations Improvements
- Other Systematic Capital Improvements to Transit Facilities (e.g. Queue Jump Lanes, Designated Bus Only Lanes, Transit Signal Priority)
- Pedestrian and Bicycle Improvements
- Expansion of Paratransit Service
- Arterial Improvements in Redeveloping and Congested Areas
- Traveler Information Services
- Variable Pricing on Expressways
- Roundabouts and Other Intersection Treatments

CMAP Approach to Estimating Cost:

The types of activities listed above will be presented in more detail as part of *GO TO 2040*'s preferred scenario. CMAP staff is preparing more robust estimates for the costs associated with these types of activities. These costs are based primarily on internal staff research on the recent costs of deploying these types of strategies, both in our region and across the country.

Major Capital Projects

Only a small subset of transportation projects are considered "major capital projects". They are large projects with significant effect on the capacity of the region's transportation system, including extensions or additional lanes on the interstate system, entirely new expressways, or similar changes to the passenger rail system. Arterial expansions and intersection improvements are not defined as major capital projects; neither are bus facilities, unless they involve a dedicated lane on an expressway. This definition is consistent with federal guidance as well as the definition of major capital projects used in past regional transportation plans prepared by CATS.

A list of major capital projects under consideration for inclusion in *GO TO 2040* is available online at http://www.goto2040.org/ideazone/default.aspx?id=15130. Many of these projects were considered in developing the CATS 2030 Regional Transportation Plan, and have been updated with new information from project sponsors when available. New project suggestions are welcome and will be solicited through the public engagement activities over the summer.

Types of Activities in This Section:

- Extensions or Additional Lanes on the Interstate System
- New Expressways
- Transit System Extensions
- Major New Expressway Interchanges

CMAP Approach to Estimating Cost:

Each major capital project must be accompanied by a cost estimate. CMAP staff requests these estimates from project sponsors. If no estimate is received, CMAP staff will utilize unit costs and other recent historical information to estimate project costs.

CMAP staff welcomes and appreciates all feedback from the Transportation Committee during the construction of the Plan's fiscal constraint.

ACTION REQUESTED: Discussion.

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